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The leading weekly serving the coach industry

November 9, 1989 Issue 562 £1

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**1980 Ford R1114 Duple Dominant Express**, 53 seats, red moquette, livery white/blue. MoT 1990.

**1979 Ford R1114 Duple Dominant Express** 53 seats, Bristol dome, grey/blue moq, livery blue.

**1979 AEC 760 12 metre Plaxton**, 49 reclining seats, autumn tint moquette, Bristol dome, side lockers. Livery cream. Choice of 2.

**1978 Bristol VRT (Leyland)**, 74 str ECW **SOLD**, MoT 11 October 1990.

**1978 AEC 760 12 metre Plaxton**, 49 reclining seats, autumn tint moquette, Bristol dome, side lockers. Livery cream. Choice of 2.

**1977 AEC 760 11m Plaxton**, 45 reclining seats, autumn tint moquette, Bristol dome, side lockers, livery cream.

**1977 Bedford YMT**, 53 seater Caetano, livery cream. Red moquette.

**1976 Leyland 53 seater Plaxton Express**, semi-auto gearbox, side lockers, Bristol dome, autumn tint moquette, livery cream/maroon. Choice of 2.

**1976 Bedford YMT 53 seater Plaxton Express**, side lockers, radio, white/red livery, red moquette. MoT 24.04.90.

**1976 Bedford PJK Duple Dominant**, 29 seats, MoT Dec 89, autumn tint moquette, livery white/green.

**2 x 1975 Bristol VRT (Gardner)**, 75 s **SOLD** ly. MoT April 1990 and Aug 1990.

**1975 Bedford YRQ**, 45 seater Plaxton, powerdoor, livery blue/yellow, red moquette.

**1975 Ford R1114 53 Duple Dominant Express**, red moquette, livery white/blue/yellow.

**1974 Bedford YRT Duple Dominant**, 53 seater, power door, red moquette, livery white.

**1972/73/74/75 Leyland Nationals**, all MoT'd 1990, ideal contracts vehicles.

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**1982/3/4 Neoplan Skyliners**, 71/72/75 seats, toilet, drinks machine, fridge, radio, PA, Mercedes V10 Engine, 6-speed ZF manual gearbox, some remoquetted and refurbished.

#### SCANIA

**1986 Berkhof Eclipse** dc... s, toilet, double glazed windows, Telma, coffee **SOLD** maroon/white. MoT May 1990.

#### VOLVO

**1987 Volvo B10M Plaxton Paramount 3500**, 49/53 Recliners, O/S rear continents, 1 door, O/S rear sunken toilet, telma retarder, TV/video, drinks machine, red curtains, choice of two.

**1982 Volvo B10M Plaxton Viewmaster**, 49 seats, o/c continental door, toilet, drivers bunk, drinks machine, power door, tinted windows, livery white, autumn tint moquette, MoT March 1990.

#### MINI BUS

**1988 Ford Reeve Burges** **SOLD** arbox, power door, radio, dome, boot, MoT July 19

#### LEYLAND

**1981 Leyland Leopard Duple Dominant**, 53 seats, red moquette, livery white, new MoT.

**1981 Leyland Leopard**, 11 metre, Plaxton Supreme Express, 53 remoquetted seats, ZF 6-speed, MoT July 1990.

**1981 Leyland Leopard**, 12 metre Plaxton Supreme IV, 49 Chapman reclining seats, ZF 6-speed manual gearbox, Bristol dome, destination gear. Livery white, autumn tint moquette. MoT.

#### MAN

**1982 SR 280 46** recliners, Sutrak air conditioning, 6 speed gearbox, o/s centre power door, o/s centre sunken toilet, driver's bunk, fridge, drinks machine, tinted double glazed windows, Rollo blinds, courier seat, Webasto and timer, seat back nets, headrest covers, wheel discs, driver's locker.

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# SJ STUART JOHNSON

## THE QUALITY ASSURED BUS & COACH CENTRE

### DAF

1989 DAF SB2300 ATI Algarve, 53 reclining seats, continental door, radio PA cassette, curtains, tinted windows, white, orange and black exterior, brown stripe interior, MoT Feb 1990. Choice of 7.

1988 DAF MB230 Plaxton 3500 2 Star, 49/53 reclining seats, courier seat, rear sunken toilet, driver's bunk, drinks machine, continental door, Webasto, Telma, tinted windows, curtains, finished in white, grey and red moquette, MoT Feb 1990. Choice of 6.

1987 DAF SB2300 Caetano Algarve, sunken centre toilet, driver's bunk, radio PA cassette, 49 reclining seats and courier seat, tinted windows, finished in white with grey and red stripe interior, MoT April 1990. Choice of 2.

1986 DAF SB2300 Berkhof Esprit, 53 reclining seats, courier seat, continental door, tinted windows, curtains, MoT April 1990, finished in white, brown stripe interior.

1983 (Y) DAF SB200 Jonckheere Bermuda, 47/51 reclining seats, ducted heating, integral side lockers, power door, wheel discs, toilet, curtains and seat covers, radio/pa/cassette, interior green stripe, exterior white, MoT February 1990.

1983 (Y) DAF MB Plaxton Paramount 3200, 49 reclining seats, 2 side lockers, ducted heating, power door, rear sunken toilet, tv box and wiring for saloon, radio/pa/cassette, interior brown stripe, exterior white, MoT new.

1980 (V) DAF DKTL Plaxton Supreme IV, 53 fixed seats, 3 heaters, power door, 2 side lockers, wheel discs, radio/pa/cassette, interior red, exterior white, MoT.

### FORD

1983 R1114 Duple Dominant, 49 seats + courier seat, curtains, Telma, radio/pa/cassette, blue and white, interior blue. New MoT.

1980 R1114 Plaxton Supreme IV Express, 49 reclining seats, jake brake, side locker, interior brown, exterior cream and maroon. MoT March 1990.

1978 (T) A Series Faro 3, 25 seats, power door, radio cassette, interior red, exterior yellow and red. MoT 23/5/90

### SCANIA

1987 (D) Scania K112 CRB Van Hool Alizee H, 49 reclining seats, power door, Telma, crew seat, side lockers, toilet, sink, fridge, blue curtains, radio/pa/cassette, interior blue/red/cream stripe, exterior silver grey, MoT May 1990.

### VOLVO



1988 Volvo B10M Plaxton 3500, 53 reclining seats, rear sunken toilet, continental door, courier seat, beige and red interior, exterior white with red and yellow relief. Choice of 3.

1981 (X) Volvo B58 Plaxton Supreme IV, 53 remoquetted seats, power door, Telma, side locker, 3 heaters, wheel discs, interior brown chevron, exterior white, MoT December 1989.

1981 (W) Volvo B58 Unicar 11M, 53 seats, ducted heating, side locker, interior grey, exterior white/orange/red/maroon, MoT April 1990.

### N-E-W

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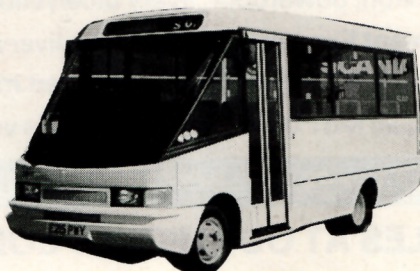
1976/77 Daimler Fleetline, Park Royal and MCW bodywork, 76 seats, Gardner LXB engine, auto steering, single entrances painted all white, going through MoT, large selection.

1973 (L) Atlantean 680 Northern Counties, 74 seats, interior maroon PVC, exterior blue/yellow, MoT February 1990.

### NEOPLAN

1986 Skyliner Mk II, Gardner engine, ZF automatic gearbox, 77 reclining seats, water boiler, fridge, driver's bunk, TV and video, MoT Feb '90, interior red moquette, ext white, blue and orange.

### MINIBUSES



1987 Optare City Pacer, automatic transmission, Eberspacher heating, power door, side locker, 25 seats, int red and grey, ext white, new MoT.

1987 Mercedes-Benz 609D Reeve Burgess coach, 19 seats, power door, radio/pa/cassette, int grey, ext white, orange and black, one only, MoT 02-90.

1983 Y Fiat Caetano Beja, 18 seats, power door, luggage boot, int blue, ext white, MoT 23-04-90.

### NEOPLAN

1986 Skyliner MkII Gardner engine, ZF automatic gearbox, 77 reclining seats, water boiler, fridge, drivers bunk, TV and video, MoT Feb '90. Interior red moquette, exterior, white, blue and orange.

### AEC

1979 (T) AEC 760 Plaxton Supreme IV, 49 seats, power door, side locker, heater, interior brown/beige stripe, exterior white, MoT March 1990.

### BEDFORD

1985 (B) YNT Plaxton Paramount 3500 12m, 53 reclining seats, ZF 6 speed gearbox, power steering, side lockers, tinted glass, power door, radio/pa/cassette, interior brown and cream, exterior white and yellow, MoT April 1990.

1985 (B) YNT Duple Laser, 53 seats, ZF 6 speed gearbox, heated windscreen, side locker, power door, interior blue/grey stripe, exterior white/orange/yellow stripe, MoT April 1990.

1977 (R) Bedford YMT Plaxton Supreme, 53 seats, 3 heaters, radio/pa/cassette, interior red stripe, exterior white/orange/blue, MoT.

### LEYLAND



1985 Leyland Tiger Duple Laser II, hydropneumatic fully auto gb, power door, power steering, Webasto, radio/pa, curtains, int blue stripe, ext white, 53 seats, MoT 08.06.90, choice of four.

1985 Leyland Tiger Duple Laser II, power door, ducted heating, side locker, radio/pa/cassette, 51 E-type seats, int beige/red, ext white, MoT 08.11.89.

1984 Leyland Tiger 245 Plaxton Paramount 3200 EXP, semi-auto gb, side lockers, toilet, Webasto, 49r, int brown stripe, ext white, MoT 29.01.90.

1984 Leyland Royal Tiger Plaxton Paramount 3500, power door, integral side locker, heating, drinks machine, toilet, tv/video, radio/pa/cassette, 49r seats, int brown stripe, ext white, MoT 13.02.90. Choice of 2.

1984 Leyland Tiger 245F Berkhof Esprite, underfloor lockers, plug power door, ducted heating, toilet, drinks machine, box for tv, radio/pa/cassette, 49r seats, int brown stripe, ext white, MoT 25.06.90.

1983 Leyland Tiger 245 Plaxton Paramount 3500, power door, side lockers, wheel discs, heated mirror, toilet, tv/video, radio/pa/cassette, 49r seats and courier, int brown stripe, ext white, MoT 28.07.90.

1982 Leyland Leopard ECW EXP, semi-auto gb, destination gear, driver's partition, int autumn tint, ext white, 49 seats, MoT 05.05.90.

1982 Leyland Tiger 218 Plaxton Supreme V Ex, 3 heaters, power door, side locker, radio/pa/cassette, 53 seats, int autumn tint, ext white, MoT 30.10.89.

1982 Leyland Leopard Duple Dominant IV, ZF gearbox, power door, SBG dome, 4 heaters, radio/pa/cassette, 53 reclining seats, int blue/grey, ext white/blue, MoT 08.89.

1981 Leyland Leopard Duple Dominant II, ZF gb, power door, Telma, side locker, Bristol dome, 3 heaters, radio/pa/cassette, int red/orange, ext white, 53 seats, MoT 18.01.90, choice of two.

1981 Leyland Leopard Plaxton Sup IV, semi-auto gb, manual route gear, power door, Bristol dome, heated windscreen, 53r seats, int yellow/black, ext white, MoT 01.06.90.

1981 Leyland Leopard Plaxton Supreme IV EXP, semi-auto 2 speed gb, heated windscreen, 48r seats, Bristol dome, driver's cab, int autumn tint, ext cream/orange, MoT 25.11.89. choice of 3.

1979 Leyland Leopard Duple Dominant II, power door, 4 heaters, radio/pa/cassette, 57 seats, int red/orange, ext white/blue, MoT 01.90.

1978 Leyland Leopard Duple Dominant I, power door, Telma, Bristol dome, Webasto heaters, side locker, 49 seats, int blue stripe, ext white, MoT 12.01.90.

1972 Leyland Leopard Plaxton Supreme IV, power door, autolube, side locker, 2 heaters, interior brown/beige stripe, exterior autumn tint, ext red/blue, MoT 11.03.90.

**SCANIA**

**PLAXTON**

**VANHOOL**

**Alexander**



# Coachmart

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Continental runs make for high mileages, so how do coaches stand up to the strain? Mike Morgan checks out Van Hool's Volvo B10M and finds that after 84,000 miles, it's hardly even run in!

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A bus which can run on road or track could be the answer to the problem of clogged urban city streets, Rod Davey travels to Leeds to look at just such a system.



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Find out which operators are improving their fleets in our weekly update.

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The director of a minibus company has been fined £350 by a magistrates' court. Read the full story.





## Shock as three firms go

**B**INGLEY-based Regal Tours has been placed in the hands of the official receiver after a compulsory winding-up order made in late October, while an associated company, Silver Coach International (Leeds) Ltd, has gone into voluntary liquidation.

This is the latest in a line of collapses following a poor year's trading for many tour operators. Last week, the eleventh-hour hopes of a rescue for Glenton International - which went into voluntary liquidation three weeks ago - were dashed when the company ceased trading after a creditors' meeting.

There had been speculation that the goodwill and the Glenton name would be bought before the meeting, addressing its estimated £280,000 debts, but creditors voted to formally place the company in the hands of Terry Carter, of London-based Ernst & Young.

'It's very sad,' former managing director Michael Rutherford told Coachmart as he left his office for the final time. 'Some of the big boys are still interested in the name but the staff have had to find new jobs.'

Rutherford blamed the collapse on excessive investment in incoming tour trade: 'In any normal year, the gamble would have paid off but, since de-regulation, we should have realised that our strength lay in the UK,' Rutherford commented.

Regal Tours is believed to have hired all its vehicles, while Silver Coach International (Leeds) is said to be a holding company for Regal. As Coachmart went to press, full details of the firm had not been collated by the official receiver in Leeds, no date had been arranged for a creditors' meeting and firms associated with both Regal and Silver Coach were reluctant to comment.

## New first for Yateley



**Y**ATELEY Travel has bought its first vehicle - a Reeve Burgess Harrier - after 12 years of coach travel business.

The Swift chassis luxury coach marks a departure for Yateley from total reliance on hired vehicles, and is to be used for continental and UK tour work.

'We sat down and worked out the economics of it all,' said Yateley managing director Brenda Grieve. 'While it may not be viable to purchase a vehicle for extended tours, it makes sense for day excursions and other work.'

The 28-seater coach is equipped with recliners - with seat belts on every seat - coffee machine and fridge. It has a mid-mounted Cummins engine, Telma retarder and tinted glazing.

Grieve said the seat belts came as something of a surprise. 'We hadn't ordered them specifically, but when we viewed the coach at Arlington we were pleased to see them. It's a comfort to some of our passengers.'

The mid-size vehicle is, says Grieve, ideal for the many occasions when tours have undersold.

## Allander expands

**A**LLANDER Travel of Milngavie is expanding the local bus service network operated by its Loch Lomond Coaches subsidiary.

It already has a fleet of 10 buses operated on services in the Vale of Leven towns of Dumbarton and Balloch and is building up to have 11 or 12. A new Reeve Burgess Beaver-bodied Mercedes-Benz 811D 33-seater has just been bought and a second reconditioned Leyland Leopard is currently being fitted with a new Willowbrook Warrior body.

Allander MD James Wilson told Coachmart that Loch Lomond has registered plans to start additional services which will link the Vale of Leven with Helensburgh. 'They are with the Traffic Commissioner at present and will probably start

within five weeks,' he said.

The new local bus services will fit in with school contracts won recently by the company, but Wilson also plans to use vehicles from Ministry of Defence contracts in the area to ensure that peak period services are also provided.

'I am a great believer in not coming off services at peaks,' he added.

● Allander has also won a contract to operate one of National Express's Caledonian Express services from Scotland to London.

For the first six months, it will be operated using one of Allander's existing coaches which may be painted into National's colours, but in the longer term Allander may lease a Plaxton-bodied Volvo B10M from National Expressliners.

## We'll teach you a thing or two

**S**TOP! Before you read anything else in this week's Coachmart, spare some time to book one of the remaining places at the 1989 Coachmart Conferences.

For only £29.95 per delegate, you can gain new insights into running a coach business more profitably and more effectively. Learn how to use better financial management to increase your business's profit potential and learn how the image of your business can be developed to win new customers.

The Finance for Profit conferences are being held next week - next Tuesday at the Selfridge Hotel, Oxford Street, London and next Thursday at the Whitwell Hall Country House Hotel. There are still a few places available which you can reserve by phoning Jean Jarvis TODAY on 0733 63100.

Five speakers will spell out strategies for effective financial management, use of management accounts, computers for the coach operator, the arguments for leasing rather than buying, and costing consultancies. With coach industry profits under constant squeeze, can you really afford not to go?

The Image for Increased Sales conferences are being held on November 23 at the St George Hotel, Harrogate and on November 27 at the Kensington Palace Hotel, London.

John King, Wallace Arnold's MD, will speak on improving the image of coach travel; Lada Cars MD Martin Austin will show coach operators how a product can be sold profitably into a low budget market; Jon Cockerill of The Tourism Works will explain the practical points of marketing to the industry; PR expert Lindsay Swan will spell out how to use public relations to sell your services; livery designer Ray Stenning will demonstrate how good design wins custom; and hotel staff trainer Carys Thomas will stress the importance of training all customer facing staff to give the best impression of your business.

Think about it - for £29.95 per delegate per day and two days away from your business, you can learn more than enough to pay back the cost in increased business performance.

Use the special booking form in this issue to be sure of reserving your place today.

## Drummond dies

**W**ALTER Alexander's executive director Alec Drummond has died after retiring earlier this year due to poor health.

Drummond (64), had worked for Alexander for 41 years, and was well-known throughout the coachbuilding industry. He lived at Causewayhead, Stirling, and leaves a wife and three children.

● The sale of the Alexander operation is said to be going ahead as planned, with much industry interest in both the group as a whole and in its component parts, including coachbuilding both at Falkirk and in Northern Ireland.

The labour force at Falkirk has been told it need not worry, and that potential investors would be expecting a continuing return on their outlay. The order book has been swelled within the last fortnight, and the share price seems to have stabilised around £1.35.





# EOS



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## New coaches for Thomas

**A** BERKSHIRE operator, Peter Thomas Travel of Wokingham, is planning to buy new coaches for National Express contracts it has won recently.

It is operating daily return journeys from London to the south coast and four days a week on services to Blackpool.

It is using a Duple Caribbean-bodied DAF in PTT colours and an all-white Plaxton Paramount 3500-bodied Leyland Tiger initially, but is to acquire new coaches, probably DAFs, for the contracts.

Proprietor Peter Thomas told Coachmart that the contracts involve two few miles to justify leasing Plaxton-bodied Volvo B10M Expressliner coaches from National Express.

## Pair set for head-on clash with Citylink

**C**OMPETITION for passengers on the Glasgow-Edinburgh route is becoming heated, with Silver Coach Lines and Greens of Kirkintilloch teaming up in a head-on collision with Scottish Citylink.

The two coach firms now have a half-hourly service named Cityline 500, are accepting Citylink's 10-journey tickets in order to recruit passengers, and say they'll have no hesitation in running more vehicles to cover the opposition's timetable if things get fierce.

'We'll wipe the floor with them,' said Silver Coach Lines' managing director Ivan Ford. 'Our coaches are top specification, one even having a toilet and videos,

and the customer reaction is excellent.'

The vehicles are Setras and Volvo Jonckheeres, three from each company, operating from 6.45 am to 6.15 pm. Fare structure is similar but they claim the quality will entice passengers from Citylink.

'They are carrying fresh air at the moment,' countered Alan

Howes of Citylink. 'It's a straw poll, I know, but the 1415 I saw at Glasgow was empty. We're not over-concerned.'

Facing allegations that Citylink had laid on extra vehicles to smother the opposition, Howes claimed the extra vehicles were coincidence, and merely duplicates Citylink often use to cope with demand.

## More Scania for KHCT

**K**INGSTON upon Hull City Transport has ordered eight more East Lancs bodied Scania buses. This is additional to the six similar double deckers featured in Fleet Update.

Bob Irwin, director of engineering, told Coachmart KHCT had broken from its dual-sourcing policy because of the small size of the 1989 orders. Scania N113 chassis with

transverse engines have again been specified. Attempting to maximise capacity the new order will be for 86 seated and 12 standees.

Irwin said: 'We would like to accommodate 100, but are restricted by current axle weight limitations'. KHCT has continued its policy of maximum capacity buses with soft trim, non-slip synthetic rubber flooring and no-smoking policy.

The Scania run alongside recent deliveries of Dennis Dominators and older Leyland Atlanteans. All Scania engined Metropolitans have now left the fleet. Irwin commented that these MCW built vehicles had significant corrosion problems.

## Scania for East Kent



**C**ANTERBURY-based East Kent Road Car Company has bought two Scania buses with Alexander R type double-deck bodies.

This is the first time Scania

have been used by the bus company, which has 250 vehicles. The vehicles are fitted with acceleration limiters to aid passenger comfort. They have been supplied by Stuart Johnson.

## Driver banned

**P**ASSENGERS took the keys from a coach driver who was later found to be five times over the drink-drive limit.

Ian Oxley (39) had taken a party to Skegness from Grantham, in Lincolnshire, and had allegedly been drinking at either Skegness or at a pub stop on the way home.

The drive back had been so frightening that the ignition keys were taken from Oxley, and the passengers 'phoned the firm's boss, James Smith, to ask for another driver.

Oxley, of Great Pointon, admitted driving with excess alcohol and his case was adjourned for reports.

**REST AND SLOVE COACH COMPANY**





## Fond memories



**T**HIRTY years of the M1 motorway and the first motorway express coach service were celebrated by National Express when the company took many of the original Express drivers - including Ernie Hawkins (left) and Don Swain - on a trip down memory lane.

Don, now 82, was the driver of the first Midland Red CM5 coach from London to Birmingham on November 2, 1959, and was pleased to see one of the CM5 vehicles from West Midlands Vintage Vehicle Society there to once again run the route, alongside a modern Rapide Expressliner. That, though was the limit of his interest in the old CM5, and he didn't fancy another stint behind the wheel.

'With a little bit of luck, someone else will do the blooming work!' said Don.

Back in '59, the return fare on the M1 route was 21s 3d (£1.06), while now the same journey will cost upwards of £8.60. With a top speed of 90 mph, the CM5 wasn't slow, and managed the trip in three hours 25 minutes. Now, the journey takes two hours 20 minutes.

For the coaches used, the trip back to Birmingham was going home. The CM5 was built at the Midland Omnibus Company, now the Carlyle works, while the Rapide coach is based at a depot on the Carlyle site. The CM5 was based on the C5, and was one of 2,000 vehicles operated by Midland Red.

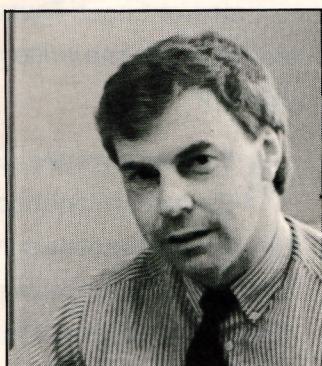
## McGrath leaves Hughes DAF

**M**EL McGrath has relinquished his managing directorship of Hughes DAF to 'pursue personal interests' - according to a statement released by the company.

Bob McLeod, who joined the company from DAF Bus following Hughes DAF's acquisition by the Cowie Group late last year, has been appointed new MD. He told Coachmart: 'Hughes DAF has a bright future ahead of it with competition in the market narrowing down.'

McLeod added the introduction of the DAF SB220 chassis, and DAF's tie up with Optare for its Delta production, would create a significant increase in overall DAF sales. However, some of this increased production is being sold direct to operators from Optare.

It is understood Mel McGrath has left the bus and coach industry



and has moved into the commercial property market. Hughes DAF's owner before the Cowie takeover, Paul Sykes, is also involved with property development.

His company, Paul Sykes Developments, has a large stake in the giant shopping development on the ex-Tinsley steelworks site in Sheffield.

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# Holiday prizes

# Bakers Dolphin flies high at 100

**W**INNERS of a P & O European Ferries draw held at Coach and Bus '89 will soon be enjoying a trip abroad. The Friday competition saw TNC Coaches of Bromwich take the two-passenger prize... and the firm's co-owner Kath Cunningham is pleased as punch. 'This is super news,' said Kath, a self-confessed *Coachmart* fanatic who takes copies of the magazine for her bedtime reading.

'Ironically, it was only this year that we decided to run our first tour overseas, to the Dutch tulip fields. That's coming up in April, but this win will give us a chance to have a look at another destination, perhaps.'

Kath is partnered in her business by son Neil, who attended the show together with his wife Pat and drivers Trevor Gibbs and John Clark.

'I don't know who entered the draw, but I expect this will cause a few arguments when we decide who will be going!' joked Kath. Saturday's winner was Martyn Baker, of J and S Components, Rainham, in Essex, while Sunday saw Vincent Lewis, of Earlsway Coaches, Bolton, Lancashire, take the prize.

**W**HEN Bakers Dolphin took 1,000 of their customers for a free day out on the South coast, the celebration was a real milestone - 100 years of travel trading.

Bakers' managing director cut a massive cake, and the staff dressed in period uniform to make the occasion special for the guests, plucked from local newspaper competitions and from charity homes in the area. The excursion to Devon Cliff Holiday Park, at Exmouth, used 22 coaches and culminated in afternoon tea. It was a rare celebration of an unusual history which started back in 1889.

The Bristol-based firm, which also has 40 travel shops throughout the South West, began life using its horse-drawn cabs to ferry doctors on house call ... and aided the afterlife with a valuable sideline in hearses. Ever diverse, the founder Charles Theodore Baker also provided a Cheddar Valley-Weston-super-Mare mail service.

The Great War struck, and Bakers' horses were commandeered for work drawing artillery. At the war's end, Bakers could offer its first motorised



hearses and taxis, and by the 1920s was running its first charabanc. Seven years later, the firm became Charles T. Baker and

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**FREIGHT ROVER**, diesel, 5-speed, 16 high back moquette seats, high roof, radio/cassette, 4 speakers, full soft trim, luggage racks, saloon heater, quad vent, tinted windows. **£15,950.**

**LEYLAND DAF 400 SERIES**, diesel, 5 speed, 16 high back moquette seats, high roof, radio/cassette, 4 speakers, 4 soft trim luggage racks, saloon heater, quad vent, tinted windows. **£16,700.**

**EX DEMO FREIGHT/ROVER** Unreg. very high spec., 12 seater. **£9,950. Ring for full spec**

**1986 (C) 307D 12 MOQ SEATS**, high spec throughout, annual March 1990. **£10,250.**

**1982 (Y) TRANSIT 16 SEATER**, 1 year's annual. **£5,350.**

**1982 (X) TRANSIT PETROL**, 12 seater, all tidy. **£3,250.**

**1984 (A) FIAT PETROL**, 12 seater, annual June 1989, very clean vehicle. **£3,950.**

**1988 (E) TRANSIT DIESEL**, 12 seater, high spec, 1 year's annual. **£10,750.**

**1980 (V) 16 SEATER TRANSIT**, petrol, annual February 90. **£3,500.**

**1976 (P) TRANSIT PETROL**, welfare dormobile. **£950.**

**1977 TRANSIT DORMOBILE DIESEL**, 16 seats, annual December 1989. **£1,450**

**1985 (B) FORD R1014 DIESEL**  
Wadham Stringer on shortened chassis, 33 + 14 standing, power door, full service bus spec, annual June '90.  
**£13,950.**

**'84 (B) TRANSIT DIESEL**, overdrive, 16 high back moquette seats, high spec, annual Feb. **£8,250.**

**1983 (A) CAETANO BEJA**, 18 seater, power door, annual April 1990.

**1983 (Y) MERCEDES 508D**, 19 high back moquette seats, Bristol dome, boot, annual Dec '89. **£10,950.**

**CHOICE OF 10 SHERPA DIESELS**, 16 seaters, all with current annuals, 1986-1988.

**1983 (Y) TRANSIT**, 16 seater, petrol, full soft trim, luggage racks, annual April '90. **£4,950.**

**MERCEDES 508 D**, 27 seats, coachbuilt body, power door, boot. 1 year's class 5 MoT. Best offer secures.

**1985 (B) TRANSIT DIESEL**, 12 moquette seats, 1 year's annual, very tidy throughout **£6,250.**

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Son when John Nowell Baker took a partnership.

The next war arrived, and Bakers contracted its coaches to British Empire Airways, now BOAC, and continued this work until 1945. That was the year in which Bakers began running day trips from Weston-super-Mare in

its 19 vehicles.

Charles Baker died in 1952, and Eva Baker - his daughter in law - took her place as partner alongside her husband. The company absorbed two more coach firms, and John Baker's children all became shareholders.

In 1962, Bakers opened its first

World travel shop in Weston-super-Mare, then another two in 1970 - the year in which Bakers sold off its funeral business. The company grew unrelentingly until 1984, when the purchase of Dolphin Travel of Bristol saw the name change to Bakers Dolphin.

Now, Bakers runs 66 coaches, and is recognised as one of the most successful travel companies in the West Country, offering

tours, excursions and express travel throughout Britain and Europe.

'I suppose it's in our blood,' said current managing director John Baker. 'A hundred years down the line we are still running coaches. We are still expanding.'

Has he any complaints? 'We make a living,' said Baker, 'But I still think prices are much too low...'



A Bakers charabanc trip dated 1920.

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- \* Hinged driver's door fitted with sliding window and driver's wardrobe. Heated rear view external mirrors. Blaupunkt stereo radio cassette player, with two microphones and 27 loudspeakers. Ducted thermostatically controlled underfloor saloon heaters. Webasto water heater with digital timer control. Plug type power entrance door with peage window. Split laminate front windscreen. Body insulation to roof, sides and floor. Maximum luggage storage compartment fully illuminated. Two fog lamps front and rear together with rear reversing lights. Stainless steel wheel trims. Extra direction indicators on body sides.

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# FLEET UPDATE



## Right royal occasion

Seen at the handover of this Wright-bodied Iveco Ford are Sam Sinnaman (Wright's sales executive), John Cornelius (manager of Crosfield House), and Wyn Griffiths (Crosfield House).

Crosfield House is a country home owned by the Royal British Legion in Powys, Wales. Equipped with Montreal lift, tables and 32 seats the coach will be used to transport residents of the home.

The Consort TT body is fitted on a 4417mm wheelbase Iveco 79.14 chassis.



## Talbots made to measure

Photographed outside the Made to Measure factory in Stockport are two Talbot Express 14 seater coaches.

Nearest the camera is the fourth similar vehicle to be supplied to Arthur Taylor of Orford near Warrington. The new coach has joined the small fleet on specialised small group executive travel.

## Diplomatic Beaver

Diplomatic plates identify this Reeve Burgess Beaver as being slightly unusual.

Built on Mercedes 811 chassis, the 29 seat coach has been supplied to the Embassy of the German Democratic Republic in London. It is to be used on Embassy business throughout the UK after being supplied by dealers Mercedes-Benz (UK) Ltd, London.

The body specification includes folding armrests, seat belts, full soft trim including carpeted saloon floor. Tinted glass is fitted to the side windows, and the passenger entrance door is electrically operated.

To allow extra space for carrying luggage, the boot was enlarged.





# FLEET UPDATE

## Barfordian Bova bevy



◀ This is the second Bova to be delivered to Barfordian Coaches Ltd within a few months. Although newcomers to Bova, the Bedfordshire operator returned to Moseley for a Futura FHD of identical specification.

The 12 metre integral coach joins the 14 vehicle fleet, which is now 50 per cent DAF engined.

Equipped with 51 seats, centre sunken toilet, servery, TV, Webasto and driver's bunk, the coach will operate on Barfordian's own European tour programme to destinations in Italy, Switzerland, Austria and West Germany. Future tours into Eastern Europe are

## Patriotic Elizabethans



▲ Finished in a livery of red/white/blue is this pair of coaches recently supplied by Yeates to Elizabethan Travel.

The two 12 metre Dennis Javelins are bodied by Plaxton. 53 reclining seats are fitted in the Paramount 3200 bodywork, which features full soft trim and radio/PA/cassette.

Elizabethan is based at Bloxwich in the West Midlands.

## Brewers go for DAFs

◀ United Welsh Group member, AE & FR Brewer Ltd has recently taken delivery of four DAFs supplied by Hughes DAF.

Pictured is one with MB 230 LB chassis and Plaxton 3500 two star coachwork. It is fitted with 51 reclining seats and toilet.

In common with the other three coaches, the Brewer colour scheme was applied by Hughes at its Cleckheaton headquarters.



## Scania's super six

▶ Pictured alongside Hull Marina is one of Kingston upon Hull City Transport's six new Scania double deckers.

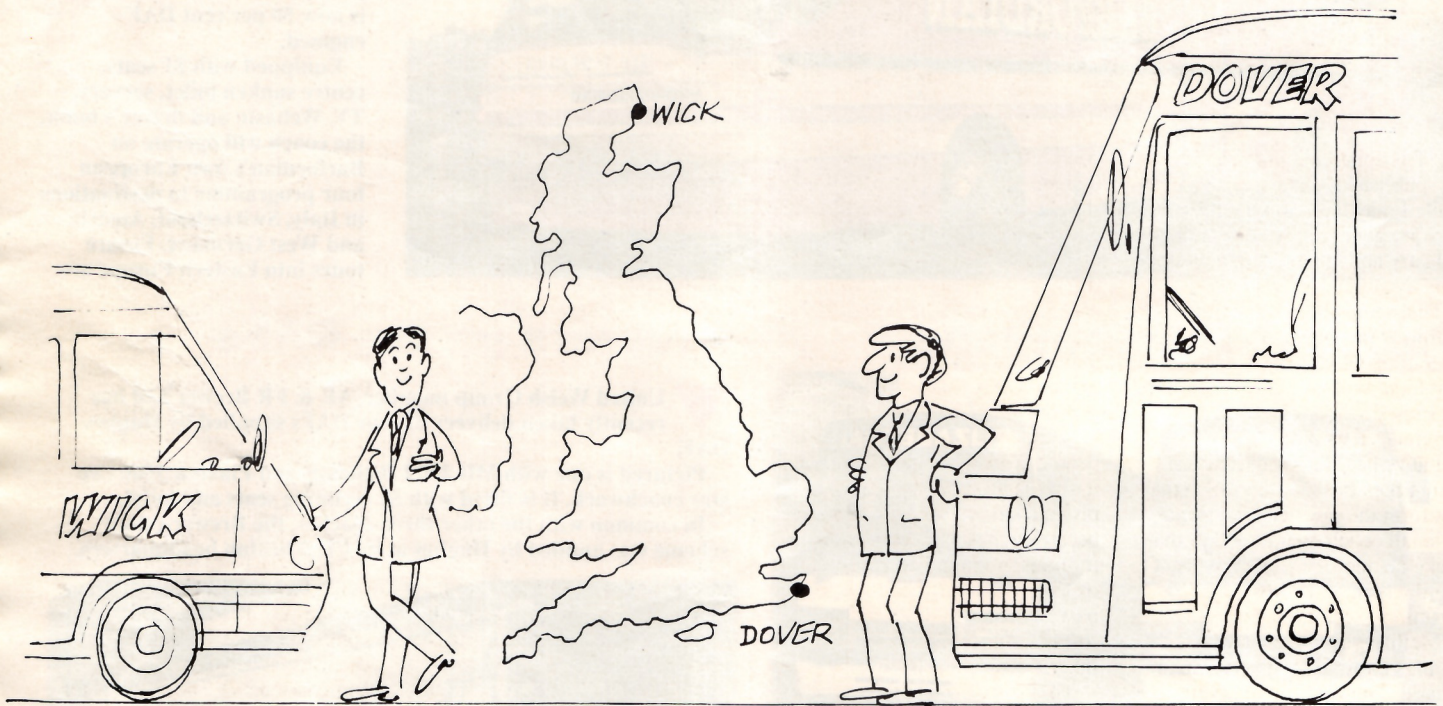
At 10.5 metres these East Lancs bodied 88 seaters are larger than previous Hull 'deckers'. They follow experience with a small batch of Scania/East Lancs single deck 'City Slicker' vehicles, and although to bus specification the interior features soft trim and KHCT moquette.

The bodywork is of interest with the Alexander style front end styling to match existing Alexander and East Lancs





# FROM A MINI-BUS IN WICK



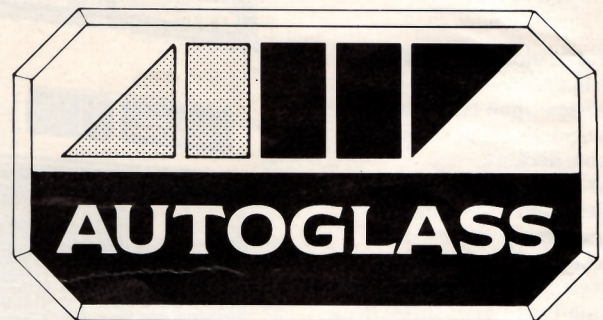
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# LET'S KEEP OUR ENGLISH EASY



**I**T is apparent to me from published readers' letters that while I may have some critics, they are generally from outside the industry and letters from operators broadly support views I express.

That seems fine, for my aim is to mirror the views of we operators, while fully accepting that there will be contrary opinions expressed when seen from a different viewpoint.

I have heard it suggested that sometimes I use words which may not form the everyday vocabulary of small coach operators. For that I make no apology - I simply use the word which best conveys the meaning I seek to impart.

Mellifluous is the word that springs to mind in responding to Charles Dunbar's quaint point about my use of the nominative pronoun (we) rather than the objective (us) when the pronoun is used as an object.

As that may be a whole sentence which is beyond the

comprehension of many, let me put it in simpler terms: Charles thinks I should not write (as I often do) 'we operators'. He says it should be 'us operators'. Whatever may be the rights and wrongs of the use of case in grammar, 'us operators' grates on my ear. It is not mellifluous and I will continue, as in the previous paragraph to write 'we operators'.

English is spoken by 300 million people around the globe. Although it does have some anomalies in pronunciation, it is easy to learn because it has escaped from the tortuous grammatical constructions of its history. In the long distant past English had different case forms for nouns, probably inherited from Latin.

They are now, happily, as dead as that language - although still horribly present in tongue twisting German. In Latin too the verb at the end of the sentence was put! No wonder it's a dead language, but it was actually worse than that

example for words in that language (as well as in Greek) also had to match for mood.

Who but the French could have, and stick with, a language which requires the speaker to accredit inanimate nouns with either masculine or feminine genders?

So, my personal campaign for the unified Europe is to Keep English Easy in the hope that they will change to our tongue rather than the other way round.

Our language has survived because it is adaptable and flexible and if splitting infinitives and ignoring outmoded case styles makes it more mellifluous - and thus more likely to be adopted by our neighbours - that seems to me wholly laudable.

Actually, if Charles Dunbar has ceased to criticise my support of the principle of deregulation and is only left with my use of grammar at which to tilt, things must be getting better!

## What a load of penny pinchers

**I**F the 'Palmer' review of the role of traffic commissioners and traffic areas is implemented (which it may never be, for the libraries of both Houses of Parliament are stacked with similar reports which never became legislation), we will retain the traffic commissioners.

They may well be a bit thinner on the ground and subject to a supreme commander. For John Palmer has recognised a point which I and others have made. He says: "There is widespread and justified complaint about the lack of consistency between commissioners." The proposal for an 'overlord' commissioner is seen as the solution to this problem.

While, broadly - but with one exception - I cannot disagree with any of the conclusions, even though in some ways they are not as radical as I would have wished, it does seem to be a miserable little penny pinching exercise.

The present costs of the areas examined is about £16 million p.a. The proposed savings might be £652,000 p.a. But it is unclear whether this takes into account the proposed recruitment of people to monitor proper operation of local bus services and certainly does not make allowance for the cost to the industry of having less, and thus more distant, traffic area offices.

The cost of conducting the review to effect this niggardly saving is stated to have been £34,900. That is about the current salary of a traffic commissioner.

It is therefore rather surprising that one of the recommendations is that: "A serious effort should be made to improve the content and presentation of the traffic commissioners' annual reports". One might have expected that people on that sort of salary could submit an acceptable style and standard of report without the headmaster having to write, 'Could do better'!

## We've never had it so good

**I**s it really 30 years since I stood on a new motorway bridge and looked at that novelty, the 72 mile London to Birmingham motorway? We have come a long way since November 1959.

Before then we envied Germany with 2,000 miles of autobahn and the Italian 1,875 miles of autostrada. Although we moan about roadworks and deplore the restitution works of hole diggers, we do really now have a good network and standard of highways in this country.

Although there are still more improvements needed - and yes I know all about the problems of the M25 - overall we have caught up with, and perhaps overtaken, the rest of Europe in the standards of our roads and motorways.

The avoidance of through traffic in towns and city centres has speeded up travel and brought a significant drop in road deaths. Even before the last war - with only a fraction of today's vehicles on the roads - 6,000 people a year died in traffic accidents. Today that figure has reduced to 5,000.

It is just a pity that all of the taxation from vehicle excise duty to fuel tax is not applied to highway repair and replacement. As well as having better and safer roads we could have gold plated marker posts by the side of all motorways!

Speaking of vehicle excise duty, the 14 'days of grace' to renew a vehicle disc are just that - days of grace. They are not a statutory right, simply a convention that prosecutions will not be mounted

against private motorists who are not in strict compliance with the legal requirement to have and display a valid disc at all times a vehicle is on the road.

Hauliers have long been prosecuted for not renewing punctually. The increased PSV rates now make prosecution of we operators more likely. I would have hoped that, in recognition of the size and severity of the Budget increases in VED the Department of Transport might have liaised with the police to allow a phasing in to the strict application of the law to cushion the bad effect of this 300 per cent increase on cash flows.

That may have happened, but don't bank on it. I have had a friendly warning from a local bobby.



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Pointe du Raz is the most westerly point of the region and is Brittany's 'Land's End'.

**A**CROSS the modest Monts D'Areë, one can – with surprising ease – take a scenic cross-country route from the Cotes du Nord to the westerly Finistere.

Although marked as minor roads on the Michelin map, my route should not prove difficult for a coach. In general, I found the roads excellent, although signposting can often be a little confusing.

Travelling from the town of Morlaix, on the Brest-Rennes Autoroute, an attractive way to reach the ancient township of Locronan is via Plougonven, Huelgoat and Pleyben.

The town of Morlaix, in a deep narrow estuary, used to rival the ports of St Malo and Nantes – and was the most important in lower Brittany during the eighteenth century. In its prime, the French East India Company provided its major source of employment. But the old vessels used at the time, such as the feluccas, caracks and nefs, have now been replaced by pleasure craft.

Morlaix has interesting wooden houses lining the older streets, with slate shingles or embellished with statuettes. A foot tour may be organised walking by the old boutiques in the Grand Rue, and there is a museum containing examples of French, Dutch and Italian art.

---

## ***Rod Davey continues his fact-finding tour of Brittany with some tourism ideas for British coach operators.***

---

The town is said to be extremely lively on market days, although the market was not being held while I was there.

Passing through sleepy Ploucronven, one of the very first Breton communities, takes you to Huelgoat. Incidentally, this area, known as Leon, contains a typical selection of Breton churches with fine examples of local craftsmanship.

A round trip from Morlaix may take in Pleyber-Christ; the partially rebuilt Romanesque

and Gothic-style church, previously part of a Cistercian abbey, at Le Relece; and Plouneour Meneg. Heading west along the D764, the church at Commana has a fine example of 'Rustic Baroque' church architecture with a particularly elaborate altar.

Slightly off route on the D35, La Martyre church is an example of the Breton Renaissance style and the church at nearby Pencran has a collection of highly expressive sculptures.

Driving through Landerneau, north east along the D712, is a rustic church in la Roche-Maurice near the ruins of an old chateau; the church of Lampaul Guimiliau is the most elaborately decorated in Brittany, reached via Landivisiau on the D11; and Guimiliau, on the D11 has a large seventeenth century church with fine examples of carved furniture and a few hundred small statues.

Morlaix may be returned to via the D31 to St Thegonnec, which joins the N12. St Thegonnec church, built between the sixteenth and seventeenth centuries, contains further examples of the Breton Renaissance-style architecture.

West of the Leon area, Locronan is a magnificent, although small, tourist town,



## Hotels

Inter-France Reservations will book group accommodation in many hotels in the region. As mentioned in part one, it has two large hotels in Morlaix – the Hotel Europe and Hotel Fontaine. There is an excellent overnight stop, which may well be the highlight of any Brittany tour, in Locronan at the 35 room Hotel Au Fer de Cheval

on the Route du Blois de Nevet.

Other hotels bookable through this agency include the Hotel Moderne in the Avenue de la Gare in Quimper with 60 rooms and the Hotel Auroi Gradlon, with 36 rooms at Audierne between Quimper and Brest.

Inter-France can be contacted on 01-450-9388.

with interesting granite buildings and many small restaurants, souvenir shops, bars and picture galleries. Containing a picturesque square, dominated by a historic church dedicated to St Ronan, the town has a 35-room hotel, the two-star Fer a Cheval – and is ideal for an overnight stop (tel: 98-91-70-67).

A good route to Locronan, from Morlaix and the Leon area, is from Plougonven and Huelgoat, via Pleyben and Chateaulin, on the river Aulne, which is famous for salmon fishing.

## Thriving

With Renaissance houses dating from the sixteenth and seventeenth centuries, Locronan was the centre of a thriving weaving and textile trade. Sixteenth century records from Bristol, Devon and Cornwall, show the town's 'poldavis' hemp-fibre cloth was part of a healthy trade between Brittany and England.

In fact, Locronan, despite

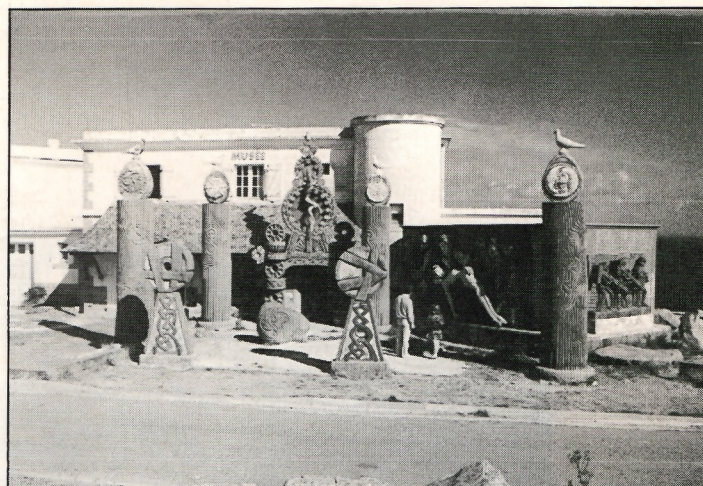
intense competition from Merdignac and Vitre, was the main supplier of sailcloth to the British navy. And ironically, the town also supplied the sails for the Spanish Armada.

However, the weaving trade was hit by the construction of the 'royal mills' in Rennes, before the French revolution, by the absolutist state in the early eighteenth century. And by the end of the nineteenth century the age of steel meant that the sailcloth trade had all but disappeared.

Myths and legends surrounding St Ronan make Locronan an ideal staging post for the coach tourist. Ronan was an Irishman who brought Christianity to the area, which had allegedly been a centre for Celtic pagan rites in the Holy Nevet wood.

A Christian procession, the Tromenie, now follows the route of the old pagan procession to the Montagne de Locronan on the second Sunday in July. The sacred stones of the Celts have now been replaced by crosses en route.

Ronan is said to have arrived at the time of the Viking



The museum at Pointe du Raz has a museum with an intricately carved facade.

invasions in the ninth century – and a local inhabitant, who helped him build his first hut, was converted by him to Christianity according to a thirteenth century Latin manuscript. However, because Ronan's prayers warded off the Devil, the legend reads, Lucifer instilled a sense of 'petulant discontent' in the inhabitant's wife, who became known as Keban the Shrew.

According to the legend, Keban locked her daughter in a chest and blamed the child's disappearance on Ronan. And when the child choked to death on a crust of bread Keban had Ronan dragged before the pagan king Grallon.

The poor saint had two rabid dogs set on to him, but he pacified them with the sign of the cross. Although the man went on to revive Keban's daughter, the woman accused him of rape and he finally left the area.

## Luck

He did not seem to have much luck afterwards, either, as when he died in Hillion, near St Brieuc, a grasping peasant cut off one of his arms to have first shout for the saint's relics.

The peasant gave up the whole body when his own arm was threatened – with its ownership contested by the Counts of Vannes, Rennes and Cornouaille. However, the story has it the body was driven without human direction by an ox-cart back to his hermitage in Locronan – with the shrew Keban engulfed by the fires of

Hell. The ideological battle between Christianity and paganism was now, no doubt, complete – game, set and match.

The whole story of Ronan is set out in a 'cartoon strip' on the pulpit of Locronan church, crafted in 1707 by Louis Bariou. The church itself is fifteenth century Gothic, and contains an image of Ronan, dressed incongruously as a Lord Bishop,

## Mealstop

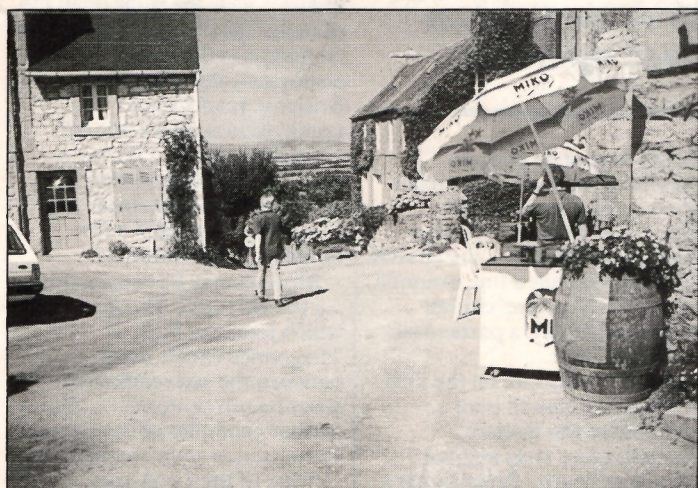
carved in granite and colourfully painted.

When leaving Locronan, an idyl destination and suitable mealstop, with excellent coach parking, can be found on the most westerly point of Brittany. Pointe du Raz is Brittany's 'Land's End', and features a museum with an intricately carved facade.

The view out to sea, which is five minutes walk from the coach park, is magnificent. An obligatory statue of Notre Dame is accompanied by the coast guard station.

Near the coach park, which charges FF8.50 (85p), is a shopping mall bristling with souvenir shops and small restaurant/bars. Menus in the restaurants start at FF50 (£5) although group rates may be negotiable.

In the next installment, I head south and visit the seaside towns of Benodet, Concarneau, the port of Lorient, see the megaliths of Carnac, and stay at the fashionable resort of La Baule, near the mouth of the Loire.



Locronan, with its small cafes and restaurants, has many interesting vistas as one walks through this granite township.



# TOURISM

## New hotel

**C**OUNTY Durham is to get a 100-room hotel centred on the 17th century Redworth Hall, at Newton Aycliffe.

The original building's 17 bedrooms are to be supplemented by two extensions, and a leisure complex and swimming pool by October 1990.

Owners Tomorrow's Leisure, operating as Norstead Leisure, are hoping for 20 percent overseas guests. Redworth Hall Hotel is on 0388 772442.

## Lancs grants

**G**RANTS of up to £250 are available for coach operators planning a programme of tours or excursions to Lancaster.

Details of the new grants - to be used for promotion, etc - are available from David Wright, Tel:0524 841 249.

## Panto fun

**T**HE Fortune Theatre offers an alternative to panto during the Christmas period, with Father

Christmas and the Lost Toys - a play ideal for family excursions. Tickets are priced between £4 and £8.50, and details are from the Fortune Theatre, near Covent Garden, on 01 240 1514.

## Be patient

**C**ONSORT Hotel group is biting its lip over its Christmas trade... which has so far not materialised.

The group says bookings are slow, and expects a last-minute rush for its package deals. It is warning its hoteliers not to cancel Christmas arrangements but to be patient.

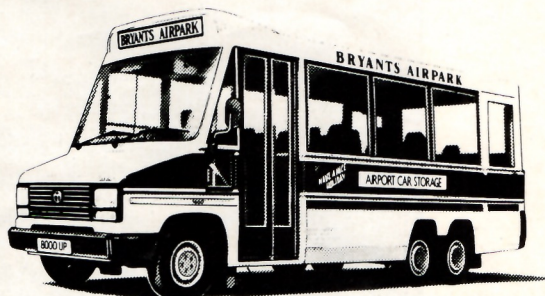
## Phone service

**L**ONDON Tourist Board has launched a new telephone booking service for a range of accommodation in the City.

Bed and breakfast through to top London hotels are available at a booking charge of £4.50 plus a deposit, and accommodation owners are being charged 10 percent commission.

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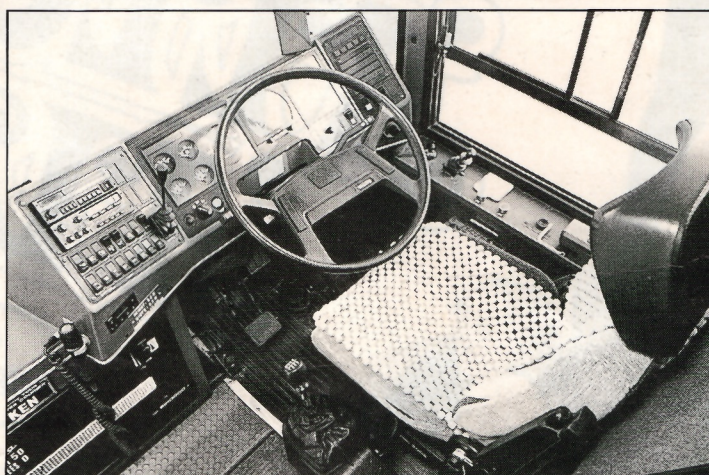
## VAN HOOL VOLVO - THE MILLION MILE MARVEL

**A**RRIVING in Weardale on a cold bleak October morning is sufficient experience to encourage the misconception regarding the impoverished existence of those living in the 'far north'. However, this illusion was soon dispelled when I met the staff and vehicles of Ellerby's Coaches, Wolsingham.

Ellerby's had recently moved down from Tow Law to the relative shelter of a former wood mill. Parked in the yard was a cross-section of the Ellerby fleet - including its latest pride and joy, a nine-month-old Volvo B10M Mark III with EGS. After 135,117 km (83,961 miles) Peter Ellerby considered the 'new' coach sufficiently 'run-in' to provide an interesting subject for this *Coachmart* road test.

Former rally driver Peter Ellerby is partner with his father Leslie in the company established in 1975 to plug a gap in the local coaching market. Ellerby's soon spotted the potential offered by the expanding shuttle/tour market and by 1984

***High mileage work demands high quality coaches - that's why Ellerby's Travel chose the Van Hool Alizee Volvo B10M. Staff writer Mike Morgan tested the model and found that after 84,000 miles it was hardly even run in.***



**With angled instrument panel most controls are ideally positioned. The beaded seat cover proved to be very acceptable over a long journey.**

had bought its first new coach with rear sunken lounge for this market. Satisfaction with this Volvo/Van Hool combination encouraged Ellerby's to return to the same source.

### Enthusiasm

It was clear that both owners and staff had considerable enthusiasm for the company's style of operation in general, and the test coach in particular. Once ordered through Moseley's, the Ellerby family made a number of visits to the Van Hool factory.

Driver Ken Tague was included on one of these trips. Tague subsequently took charge of F63 VEF and immediately embarked on an intensive programme of 10 day tours to Austria interspersed with three-day shuttles to Yugoslavia.

All of this work was for Siesta Holidays, an organisation with whom Ellerby's has established a close relationship following the collapse of Hull-based Shelmar in September 1984.



# ROAD TEST

The nature of long-distance holiday work and experience with existing vehicles in the fleet contributed to the carefully chosen specification of the test Volvo. In addition to its first new coach (now having covered 1,250,000 miles), Ellerbys has a secondhand Volvo/Van Hool Alizee of the same vintage. The detail of the test coach closely mirrors this latter vehicle.

## Bodywork

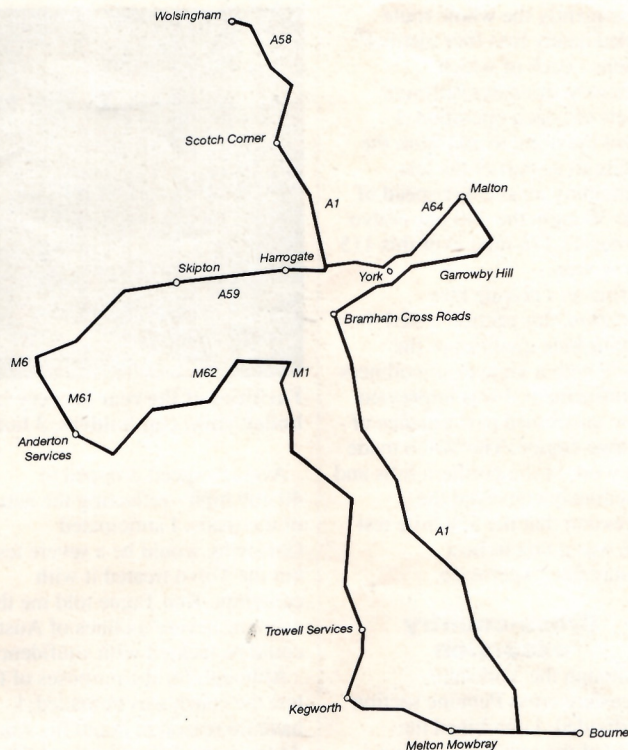
The Van Hool Alizee Super High to Temp 100 specification will be familiar to most readers. It has an established reputation on the UK market, being a jig-built product of the Koningshooikt factory in Belgium. The body sides feature full-length stretched aluminium waistpanel and aluminium panels below that level.

Front and rear panels are in GRP. Side windows are bonded, but front and rear are gasket mounted. On the test vehicle the side windows were Parsol tinted single glazed complemented by full-drawer curtains.

Peter Ellerby told me double glazing had not been specified in an attempt to save weight. In common with other British operators, weight had become an important consideration following tighter interpretation of the regulations.

During the test, I was unaware of any disadvantage resulting from this economy, but Ellerby commented that passengers in his double-glazed vehicles did benefit from the improved insulation qualities. He said: 'Its a feature that you only miss once you've experienced it'.

Sensibly the full soft trim interior had been designed for



**The two day test route consists of four sections: Wolsingham to A59, Bramham Cross Roads to Anderton Services, Anderton to Trowell, and Trowell to Bramham. An overnight stop was made in Bourne.**

long life. Brown cord carpet material covered the racks and side casings, whereas the moquette covered roof centre panel matched the seating. Hard wearing doormats were situated in the 80cm continental doorway and a removable ribmat carpet covered the steps and gangway. The red/brown carpet was proving less serviceable than the dark brown equivalent in Ellerby's older coaches.

After entering the 80cm plug

door, there are three steps (18cm, 18cm and 21cm) up to the driver's cab/courier seat area. A further two steps of 20cm and 14cm take the passenger to the central gangway which slopes up gradually for the first four rows of seats. The uneven nature of these steps requires careful negotiation, although the chassis is equipped with suspension raise/lower facility.

The footrest-equipped Labellux reclining seats were located in

such a way as to maximise lateral space for 50 seated passengers. Although giving 28cm of leg room, the width of the gangway was reduced to 34cm.

Consequently the seated passenger has adequate comfort, but movement up or down the coach requires a rather awkward sideways shuffle to avoid bruising contact with the armrests. This is particularly significant while the vehicle is in motion, making for a tedious walk to the rear toilet.

The Thetford Electra Magic toilet is accessed through an angled doorway, which gives an access width of 43cm. Once inside, the sunken cubicle is fairly spacious.

Full length luggage racks also act as conduits for individual lighting, forced air ventilation, courier call button and the loudspeaker system. Sound for either Blaupunkt PA/radio/cassette or Panasonic video is transmitted to individually-adjustable speakers located over each alternate pair of seats.

Such a system produces very even sound distribution

## Costs

Total Coachwork Price	£65,100
Customs Fees	£95
Delivery Charges	£95
Fuel	£75
Certificate of Initial Fitness	£120
Total Net, Ex-works and pre-VAT	£113,460

Sample prices for replacement parts (ex VAT)

Main windscreen for Alizee SH	£1,097.19
Outer Headlamp (ex. bulb)	£33.95
Seatback newspaper racks	£8.70
Side marker	£5.25

## Data File

Chassis Type Volvo B10M  
GLE Mark III  
Bodywork Van Hool Alizee-SH

### Dimensions

Length 12 metres  
Width 2.5 metres  
Height 3.6 metres  
Unladen Weight 12590 kg  
Gross Vehicle Weight 18000 kg

### Mechanical Specification

Engine Volvo THD 102 KD  
Power 340 BHP (250 KW) at 2200 rpm  
Capacity 11.6 litres  
Torque 1400 Lbf ft (143 Nm) at 1250 rpm  
Gearbox 7 speed Volvo EGS  
Exhaust Brake foot pedal operated  
Retarder Telma operated by footbrake and dash mounted lever.  
Steering ball and nut type power with integrated servo.  
Suspension full air



Amongst the other essentials for long-distance operation is the hose for the on-board vehicle wash. The engine compartment is to the left of the nearside view which shows the extent of the underfloor luggage compartment.



# ROAD TEST

## Performance

Gear	Ratio	Max Speed	RPM
1st	9.13:1	7 mph	2400
2nd	6.41:1	13 mph	2400
3rd	3.75:1	23 mph	2400
4th	2.44:1	35 mph	2400
5th	1.71:1	49 mph	2350
6th	1.27:1	65 mph	2300
7th	1.00:1	72 mph	2000

(Speed limiter fitted)

## RPM at speeds in top gear

30 mph	1000 rpm
40 mph	1200 rpm
50 mph	1500 rpm
60 mph	1700 rpm
70 mph	2000 rpm

## Acceleration Times

0-30 mph	15 secs
0-50 mph	30 secs
0-70 mph	55 secs
30-70 mph in top gear	30 secs
50-70 mph in top gear	20 secs

Lowest comfortable speed in top gear-25 mph

Consequently the whole route divided neatly into four distinct sections - each of which effectively simulates different aspects of coach operation. I treated the drive to and from the test circuit as part of the test. Maintaining an average speed of about 50 mph, the 340 bhp Volvo returned 11.176 mpg over this 115 mile section.

Acting as a private hire simulation, this section tested the handling/ride qualities of the vehicle with a view to smoothness and refinement. I was impressed by the unstressed performance of the large engine. The Volvo made light work of the northern hills and immediately conveyed the impression that the 558 mile test route was going to be a pleasureable experience.

## Cross-country excursion

Although the Yorkshire-Lancashire cross Pennine section was divided, I combined the results of the two parts to give a demanding test section starting on the A64 near Leeds, heading east towards York, up the 1 in 6 Garrowby Hill, over the Yorkshire Wolds to Malton, then west via A64 and A59 to the M6/M61 near Preston.

throughout the coach. Only the one front-mounted TV video monitor is provided, but the rear mounting of the servy ensures a clear view forward for TV viewing and sightseeing.

## Test Route

I modified the two day Coachmart test route to accommodate additional mileage to and from the North East.



The 80cm continental door reveals the retractable step and access to the sunken toilet.



Facilities at the rear servy include intercom, fridge, 5 litre water boiler, sink, cup holders, 3 bottle coolers and storage cupboard.

Average speed dropped to 40.469 mph - reflecting the nature of the roads. I anticipated Garrowby would be a severe test, but the Volvo treated it with contempt. Ken Tague told me that even the severe inclines of Austria could be tackled with confidence.

Although for the purposes of this test the coach was unloaded, I have no reason to doubt his word. At the most difficult part of the ascent (where lesser vehicles have been forced into crawler gear), I did find it necessary to change down to third gear, but as the gradient eased it was easy to slip the EGS gear change up to fourth so that 'Girl Vicky' (as Ellerby's have christened F63 VEF) crested the brow accelerating smoothly at 30 mph.

The EGS gear change is superb, providing three essential points are remembered: (a) Always depress the clutch pedal fully to ensure activation of the microswitch which transmits the message to the gearbox. (b) Do not rush the gear change. (c) Treat the gear lever as a switch rather than a conventional change that requires force. Volvo

designed the gear lever in such a way that driver abuse will result in the knob detaching itself before any damage to the mechanism.

Mastery of the EGS system is not difficult. It feels like a cross between pneumocyclic control and the gear change on a Bedford VAL. Attached to the driver's seat the gear lever is perfectly positioned and does not restrict cab access.

I agree with Peter Ellerby who, in spite of an annoying teething problem with electrical contacts, is convinced that the EGS system is the way forward. Ellerby's plans to seal all the contacts to prevent a re-occurrence of the problem this winter.

The roads over the Yorkshire Wolds test the ride qualities of any vehicle - particularly where local highway authorities appear reluctant to accept responsibility for the surface. However, coffee (supplied courtesy of Ken Tague and the rear servy) remained unspilt, demonstrating controlled pitch and roll. There was no excessive bounce from the air suspension.

## Fuel Consumption

Odometer Finish	136015 km	Fuel used	245.62 litres
Odometer Start	135117 km		(54.012 galls)
Total Distance	898 km	Average consumption	10.331 mpg
	(558 miles)		

Refueling point	Fuel used	Distance Covered	MPG
A59/A1	23.62 litres	93 km	11.187
M61 (Anderton Services)	32.67 litres	126 km	10.959
M1 (Trowell Services)	42.75 litres	190 km	12.628
A1/A64	90.45 litres	264 km	8.293
A59/A1	32.72 litres	133 km	11.549
Wolsingham	23.41 litres	92 km	11.165

## Test Route Analysis

Section	Distance	Fuel Consumption	Time	Ave Speed
A1/A64 to M61	160.943 miles	11.254 mpg	240 mins	40.469 mph
M61 to M1	118.066 miles	12.628 mpg	110 mins	64.773 mph
M1 to A1/A64	164.030 miles	8.293 mpg	220 mins	45.000 mph
Wolsingham to A59 and return	114.959 miles	11.176 mpg	140 mins	49.540 mph

## Comparisons with recent Coachmart roadtests

Volvo B10M 340 bhp/Jonckheere - u/w 13140 kg - Overall consumption 10.8 mpg  
Tiger/Plaxton (2nd hand) - u/w 12030 kg - Overall consumption 11.06 mpg  
DAF SB2305 DHS/Caetano - u/w 11477 kg - Overall consumption 9.46 mpg



# ROAD TEST

I tested manoeuvrability within the town of Malton. An undignified experience for such a high spec' machine, because the roads used were more appropriate to the local bingo pick-up rather than an Austrian tour feeder. Nevertheless it passed with flying colours due to the superb steering lock.

The size of the Van Hool body did become apparent on the A59 between Skipton and Clitheroe. This road becomes uncomfortably narrow when the local trucks come thundering past.

## Motorway express

The B10M consumed motorway miles with considerable ease. Given the speed limiter set at 72 mph and the nature of the motorway hills, an average speed of 64.773 mph over this section was exceptional. Fuel consumption improved notably to 12.628 mpg.

## Tour work

Gear changing became a feature of the test route between the M1 at Leicester Forest East and the A64 at Bramham Cross Roads. This section begins with 70 miles of slow meandering roads before heading northbound on the A1 with five sets of roadworks. The tachograph trace contrasted with the motorway section...so did fuel consumption at 8.293 mpg.

Given that half of this section resembles the drive to and from Wolsingham which returned above average consumption figures, it must be concluded that fuel consumption varies directly with the frequency of gearchanging.



The rear features angled corners and easily accessed boot. The toilet compartment reduces available space.

## Verdict

The test average of 10.331 mpg compares with Ellerby's experience with the coach on fully loaded tour work. Peter Ellerby told me that the worst figure was 9.5 mpg on local work in Austria, but its average was 10-10.5 mpg.

With EGS, the B10M is a superb vehicle to drive under all conditions. The choice of seven forward gears ensures an ideal ratio to match all conditions, although it is difficult to conceive of a need for the very low first gear. During the course of the test I found that choice of the best ratio was best achieved by changing down through the box to match road speed, particularly when approaching situations such as roundabouts where the coach could be kept rolling and the wrong gear could delay progress.

Ellerby has only experienced

minor problems with this Volvo - notably with gearbox contacts, but experience with other vehicles has left them very satisfied with the service back-up. Peter Ellerby said that Volvo did respond to operators' needs and told me that previous problems with noisy differentials and radiators becoming blocked by 'Spanish Fly' were rectified promptly.

Its experience with Van Hool had been equally good, although comparison with Ellerby's older Alizee is inevitable. I have mentioned the reservations over the gangway width, but the floor level is also higher, which reduces headroom. I was also shown early signs of problems with a small number of seat cushions where the moquette was becoming creased.

Van Hool bodywork has withstood Ellerby's high-mileage operation. This particular coach looks capable of justifying faith in the manufacture. It is rattle free with hard wearing surfaces that make it perfectly matched to the work it has performed.

With Ken Tague spending 13 days out of 14 with F63 VEF it is understandable that he personalised his working environment. A wooden bead seat cover may appear unnecessary on the Isringhausen ISRI 8008 air suspended seat, but I must confirm that it is indeed comfortable! Ellerby's has specified external adornments such as multiple lights on both roof domes and along the lower side panels. The Alizee is consequently an impressive sight both day and night.

## VEHICLE ASSESSMENT

### Engine/Transmission

Excellent, well matched engine/gearbox. Slow change ensures smooth progress. Normal gearbox rattle when idling could be disconcerting. Air operated clutch lacks feel.

### Brakes

Progressive with feel. Superb Telma linked to footbrake. Exhaust brake has little effect in 7th gear unless accelerator depressed.

### Steering

Very good with some feel. Slight vibration at 40 mph (wheel balance?) Excellent lock. Adjustable steering wheel.

### Roadholding

Reassuring. Benefits from good suspension and mid-engine layout.

### Controls

All very convenient, particularly gearchange. Some warning lights (including indicator) obscured by steering wheel. I would prefer the accelerator to be closer to the brake pedal, but Ken Tague had no complaints.

### Visibility

Very good. Two nearside mirrors gave a very good view. Offside mirror high enough to prevent blind spots. High window line behind entrance door creates crucial blind spot at junctions. Interior mirror high, but useful.

### Noise

Nothing particularly obtrusive. Driver is aware of engine/gearbox/retarder operation.

### Heating

Webasto pre-heater with digital timer. Thermostat controlled saloon heating with separate cab controlled Sonna Sirocco.

### Ventilation

Roof vents, forced air ventilation, peage window, driver's signalling window. Fans for driver and courier.

### Lighting

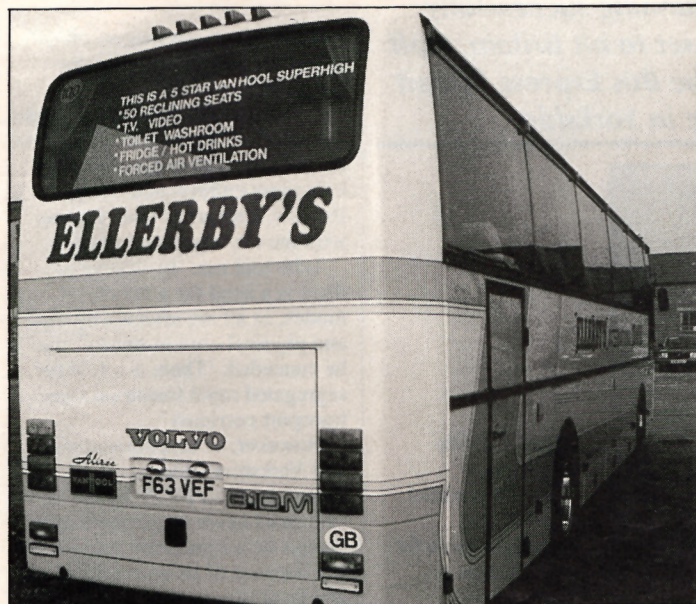
Five fluorescent lights in centre panel. Individual reading lights.

### Luggage

Exceptional underfloor space with flat floor extended to side flaps. Rear boot area easily accessed, but reduced by sunken toilet.

### Security

Key locks on all side lockers.



Signwriting for Siesta has been removed at the end of the summer season, but Ellerby's have not lost the opportunity to advertise the main features of the coach on the rear window.





Coachmart's Rod Davey evaluates Yorkshire Rider's Bus Express Transit (BEST) system - and finds that a bus-based flexible approach to LRT is what is required.

## OPTIMAL TRACKING: RIDER LEADS THE WAY

*A bus that can run on road or track would seem to be the answer to today's congested city streets.*

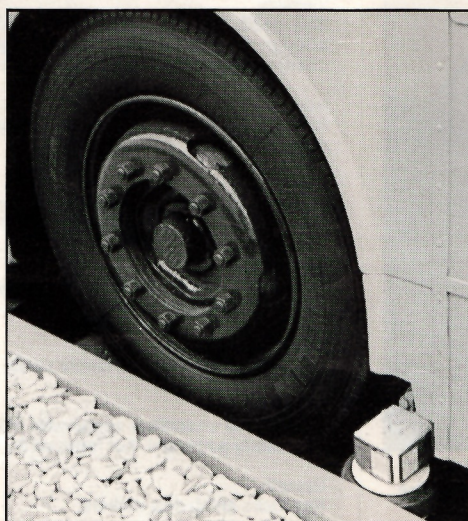
*Such buses are already running successfully abroad and now they look set to hit Britain. Staff writer Rod Davey tested the Bus Express Transit system at a test site in Yorkshire.*

**B**US Express Transit (BEST) is a bus-based rapid transit system which I 'test drove' on its demonstration track at Yorkshire Rider's Bramley Garage in Leeds.

The prototype vehicle is a Metrobus double-decker which is fitted with small rubber-tyred guide wheels mounted in the front wheel arches. With a push fit rather than a tolerance, these guide the bus in between 'kerbs' either side of the track. As a driver, one need not worry about steering the vehicle, as all that it needed is foot pressure on the gas pedal.

Ask Dr Bob Tebb, Yorkshire Rider's development manager, and he will tell you that BEST is, while not carrying the full force of its acronym, at least complimentary to any proposed fully segregated light transit system.

It is Leeds' answer to both the problem of congestion and the



**BEST's guide wheels run between parallel 'kerbs' and require a push fit rather than a tolerance - ensuring an even smoother ride for passengers.**

rapid transit of passengers on public transport. However, the fully segregated but more expensive Leeds Advanced Transit System (LATS), which is based on the Briway system developed by helicopter entrepreneur Alan Bristow, appears to have priority with the city's political masters.

Tebb told me: 'In any big city there is a need for a variety of modes, as all are affected by time and physical circumstances', and he conceded: 'There is a role for segregated rapid transit on some transport corridors'.

However, he emphasised his and Yorkshire Rider's commitment to BEST by saying: 'We must never forget there will always be a significant role for the bus because of its accessibility, and its ability to penetrate housing estates and city centre areas.'

Leeds City Council needs a parliamentary Bill for the Briway



scheme to go ahead - but local opposition has meant that original proposals for an elevated trackway have given way to even more expensive ideas for a city centre underground system. And to have the remotest chance of success, LATS has to secure the support of the local Tory opposition as cross-party support in Parliament is crucial. At the time of writing chances of support look pretty slim and it is thought BEST will eventually become the priority scheme.

The key advantages of the BEST scheme include the ease, speed and lower costs of introduction. Tebb said: 'Buses worth £80 million already exist and the infrastructure can be built without the need for Parliamentary powers. A few yards of busway track situated at critical congestion points can benefit the entire route.'

Although the cost per mile of busway track is very similar to the infrastructural costs of light railway schemes, the system's flexibility means that only 10 to 25 per cent of the route would have to be trackbed to achieve optimal effectiveness.

Moreover, Tebb spoke of more powerful advantages intrinsic to the BEST scheme. He said: 'There is no need for interchanges as the bus is both the line-haul mode and its own feeder - giving everybody a through journey'.

Tebb cited the system in Adelaide, Australia, saying that whereas LRT (Light Rapid Transit) restricted through journeys to only 17 per cent of passengers with the rest changing, the bus-based system transported 83 per cent on uninterrupted through journeys between home and workplace. He added: 'It is hardly surprising that patronage on busway routes have risen 50 percent ahead of those routes outside the system.' Such increases make minibus passenger generation small beer by comparison'.

The guided busway notion does have its problems and detractors, however. The negative image of the bus is a particular problem in this respect. Other busway operators had bought 'sleek articulated and rigid vehicles with high quality seating, and a high performance, to work busway tracks.' He told me: 'It is necessary to evolve from conventional buses into attractive and sleek single-deckers with a high level of interior trim'.

However, it is one of the advantages that the system may be launched with conventional buses



**The bus is fitted with small rubber-tyred guide wheels mounted in the front wheel arch.**

- but such anomalies may be cost-effectively remedied with the company's fleet replacement programme. The whole thing looks more attractive if one imagines the type of vehicles which may be used for replacement - and in Yorkshire Rider's case this means the stylish Optare Delta.

Bus-based transit systems would work well in the deregulated environment. For example, as cities expand with rapid redevelopment, the BEST busway track will be generally located close to the city centre - meaning concentrated, efficient and fast bus flows irrespective of the evolving suburban route network.

The key features for this are an optimum mix of ordinary 'on-street' buses operated on segmented guarded bus tracks, combined with bus lane priority schemes and priorities at junctions. Furthermore, such a strategy should be accompanied with, in Tebb's words: 'A strong unique identity'.

Towards this end, Yorkshire Rider has bought five Optare Deltas, which Tebb describes as 'the first phase of a commitment

to improving the image, comfort and attractiveness of passenger transport.' This has been accompanied with talks with DAF Bus to integrally build the guided bus engineering into the chassis specification.

Moreover, it is quite possible

the BEST system could be fully guided in the future. An example of this is the fully-guided trackway Mercedes Benz demonstrates in Rastatt in Southern Germany. Here we have double-ended and double-articulated electrified buses which are dedicated to fixed track use.

Despite all this, it would appear Leeds city fathers remain relatively unimpressed - preferring the non-flexible alternative. Apparently they favour 'a system which takes traffic off the roads', according to a Labour Group spokesman. But the Busway, at strategic points within the city's infrastructure, does exactly that.

Moreover, Labour Council leader Jon Trickett may have a difficult job if he finds Parliamentary support is not forthcoming for its 'Metropolis' vision to solve Leeds' future transport needs.

In summary, BEST offers a rapid transit system which provides retained through-trips for bus passengers, with faster journeys and less obstruction for other road users. Such a scheme would also generate highway improvements of benefit to all road users, with the additional benefits of low capital investment and operating costs. Furthermore, the scheme is regarded as environmentally sound and has flexibility for both urban growth and developing patterns of travel.

Most importantly, the scheme has the prospect of being capable of rapid implementation - and prepares the infrastructural way for a segregated conventional LRT system in the future. ■



**Pictured here is Yorkshire Rider's experimental track to demonstrate to press, public and politicians what is involved.**



# Ridge car gets another six months

**T**HE two vehicle licence held by Ridge Car Ltd, trading as Lovitts Coaches, of Scarborough, has been renewed for a further six months and not the four asked for, at a Leeds public inquiry before the North Eastern Deputy Traffic Commissioner, Mr Brian Horner.

In March the Traffic Commissioner, Mr Frederick Whalley, cut the duration of Ridge Car's licence so that it only had six months to run, refused its application to increase the authorisation from two to four vehicles, cancelled the registration of a Bridlington town service, and banned the company from registering any further local services. (*Coachmart*, March 30).

At the start of the proceedings, Mr Horner said he would in particular be considering the company's repute and financial standing. He would want explanations for shortcomings in vehicle maintenance, why managing director Mr Geoffrey Lovitt refused to allow a vehicle examiner to examine vehicles in July, and why vehicles were not being kept at the authorised operating centre.

Mr Lovitt said the company currently had four vehicles in possession, two 20 seaters, a 16 seater and a 51 seater. They provided a number of services for the community, including rural services.

They had great difficulty in acquiring an operating base. They lost their original operating centre in Filey after the owners decided to sell, being given two weeks notice to get out. Exhaustive inquiries had been made to locate new premises.

They were given temporary permission to use Cliff Farm, Filey, where they were based at the time of the last inquiry. In August the Rural Development Commission put them in touch with a farmer at Lissett, who offered the company the base it had now.

They were also in the process of negotiating a lease with British Rail for the use of land adjacent to

Filey railway station, and they had permission to park two or three vehicles at the railway station in the meantime, to assist the company to run its services.

The vehicles that were parked at the railway station returned to Lissett for routine servicing. It was more convenient to keep the stage carriage vehicles at the railway station. The first service journey left Filey at 0715 hours and the last bus into Filey was at 2330 hours.

The company had possession of the Lissett premises on a five year renewable lease, said Mr Lovitt. He was awaiting the results of the present inquiry before going ahead with the planned development of the premises.

Regular maintenance inspections were currently contracted out to a commercial garage and the company carried out weekly safety checks and minor repairs itself. The smaller vehicles could be parked under cover at Lissett, but the 51 seater was too large to go into the maintenance bay, where they were digging out an inspection pit. They proposed putting a ramp outside for the 51 seater.

In reply to Mr Horner, Mr Lovitt said the 51 seater was used for private hire. He agreed that it was not adapted for one man operation, but admitted that it had twice been used on one man services in an emergency. He said he now realised it should not be so used.

Mr Lovitt said since the last inquiry, four vehicles had been re-certified, one of which was subsequently sold. Roughly £3,700 had been spent on maintenance this year. The vehicles, which were 'G', 'F' and 'L' registered, were about 20 years old.

Mr Horner commented that it was not the age of the vehicles, or the amount of money spent, that was important but the quality of the maintenance.

Mr Lovitt agreed that there were no formal maintenance arrangements at Lissett at the

present. He said the vehicles were checked by himself and the traffic manager, Mr Bob Davies. Neither of them were skilled, but could be regarded as semi-skilled.

The Filey Town service was a commercial service, but the Scarborough/Bridlington via Filey, and the Scarborough/Humanby services were subsidised by North Yorkshire County Council. He had only just found out that Humberside County Council paid part of the subsidy. He maintained that Humberside County Council was wrong in saying he had failed to notify the county of service alterations.

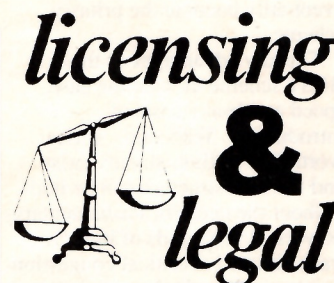
After Mr Horner said there had clearly been a misunderstanding, Mr Lovitt said he was now quite clear about his obligations in relation to tendered services.

In reply to Mr Horner, Mr Lovitt said it was the intention to update the vehicles as soon as funds were available. He had spent a considerable amount of money since starting the business up, and they had now got the vehicles to the stage where they were as good as any modern vehicles mechanically.

They had lost hardly any mileage at all in the last three months. He was satisfied that they could meet the drivers' hours requirements. He agreed that they had some problems in that direction, but they had all been sorted out.

Ninety eight per cent of the private hire work undertaken was evening work. They were asking for two additional licence discs because they were being offered work they did not have the discs to undertake. All the vehicles except one 20 seater, kept exclusively on stage carriage work, were equipped with tachographs. The vehicles at Filey went into Lissett at least once a week for safety checks and cleaning.

Vehicle examiner Mr Alan Dyson said in July a maintenance investigation was curtailed due to Mr Lovitt's actions. A vehicle given an immediate prohibition for a badly corroded brake pipe in



## WEEKLY REPORT ON LAW AND THE COACH OPERATOR

**By Michael Jewell**

July, received another immediate prohibition in September.

A second vehicle examined in September, a recently acquired Ford Transit, was also defective but the defects were rectified on the spot. A vehicle presented for annual test in September was seriously defective. That vehicle was presented on three occasions before being found to be satisfactory.

He was told that weekly checks were carried out in the car park of St Mary's Church or alternatively use was made of the facilities of a Mr Locker. However, Mr Locker said his facilities had only ever been used once. From the records produced, the frequency of inspection was not within the stated limits.

A statement was read from the test station manager, who said an appointment had been made for two vehicles to be brought into the test station in July as part of a fleet inspection. During the examination of the first vehicle, Mr Dyson pointed out that bus seats had been installed without notification, that they were not properly secure, and that a tyre was defective.

At that point, Mr Lovitt "blew up" and said he was leaving. Mr Dyson, who was inspecting the gearbox assembly, had to beat a hasty retreat when the engine was



# LICENSING & LEGAL

started up, and the door was quickly opened to prevent any danger as Mr Lovitt drove away. The second vehicle was not inspected.

Mr Lovitt subsequently wrote to say he considered that Mr Dyson was unreasonable and that he would not allow him to inspect any more of the company's vehicles.

A statement from a second vehicle examiner was read, in which he said he was instructed to inspect the first vehicle the following day. Mr Lovitt became agitated and said he would have to do a full inspection and issue a test certificate. When he inspected the vehicle, he found the same defects noted by Mr Dyson.

Following argument over a clutch pedal that was said to be insecure, Mr Horner said whatever the semantics, it had not been to the manufacturer's specifications and was quite frankly a "bodge".

Questioned by Mr Horner, Mr Dyson said he was not totally convinced the commercial garage was doing all the inspections. The prohibitions had subsequently all been cleared and he was not aware of any problems since. The defects found were safety critical items

which could have resulted in serious accidents.

Mr Lovitt said he had never been opposed to vehicle examiners inspecting the company's vehicles unless, as in this particular case, he was treated as an idiot. The inspection was as if the vehicle had been a brand new vehicle. The vehicles he operated were 20 years old and were in a good mechanical condition, and not as said by Mr Dyson.

After Mr Horner commented that two vehicle examiners had said the vehicles were seriously defective, Mr Lovitt said that was a matter of opinion. He had been asked for his qualifications, but the vehicle examiners had not been asked for theirs. Statements had been made that were entirely untrue and in some instances the evidence given had been total lies.

In reply to Mr Horner, Mr Lovitt said the six weekly inspections were being done by the commercial garage, and always had been ever since the contract was entered into. He agreed that he had quite a lot of help from the Department and the company's future depended upon co-operation. He said he was prepared to accept advice from the

vehicle examiners.

He had spent the last 18 months trying to build a business and provide a service to the public which for a number of years had been non-existent. He had operated the business successfully for the public, and they were at the stage that if it were lost the public would be "screaming blue murder", as they relied entirely upon the company's service.

If the vehicle maintenance was as bad as was being suggested, they would not have been able to operate that service seven days a week with only one journey missed since January. He agreed that to carry out its obligations, the company had to work with the authorities.

Mr Horner said he understood the sentiments expressed, but he had to be satisfied that the company was going to operate reliably. It might well have been that there was some misunderstanding. The company had been struggling with old vehicles and struggling to provide a service.

Mr Davies said the previous public inquiry had followed complaints from a former employee, who felt that he'd had a

rough deal. Since then, sterling efforts had been made to improve the fleet. Many complaints had been made to the Traffic Area Office, but they mainly originated from one source.

Servicing and safety checks were now being carried out regularly and the financial base had been strengthened.

Mr Horner said although he had some doubts, he was prepared to accept the company had retained its repute. He had examined the last set of accounts, and was satisfied that though the company's financial standing was not strong, it met the requirement as to financial standing.

He was also satisfied that apart from one or two freely admitted exceptions, the local services had been operated as registered. The missing mileage was not such that it required him to take any action.

The company had been struggling to survive with old vehicles and a lack of proper operating centre facilities. He had every confidence in the vehicle examiners, and he felt that the tension and problems had been caused by Mr Lovitt's anxiety to keep the company's vehicles on the road and operate its services

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1981 LEYLAND LEOPARD Duple Dominant

1979 LEYLAND LEOPARD, semi-automatic, Duple Dominant, 50 reclining seats, MoT 19.05.90.

1979 12m LEYLAND LEOPARD, semi-automatic, Duple Dominant, 50 reclining seats. MoT 23.06.90.

### BEDFORD

1979 BEDFORD YMT Duple Dom II, 53 seats, new MoT applied for.

1979 BEDFORD YLQ Duple Dom, 45 seats, MoT 11-10-90.

1975 BEDFORD Duple Dominant, 53 seats.

1974 BEDFORD PJK Duple 29 seats.



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with good MoTs

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1968 BRISTOL RELL Gardner engine, ECW, 53 seats.

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1977 FORD R1114 Duple Dominant, 51 seats.

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satisfactorily.

Maintenance had been unsatisfactory, but he was pleased to note that steps had been taken to rationalise the arrangements. However, it was clear that the present operating base was unsatisfactory for any regular maintenance to be carried out there, and that it required considerable investment before it would be satisfactory. It might be better if that money was spent on the maintenance of the vehicles.

The way forward was to build on the improvements made. The railway station situation needed tightening up through a variation application for an additional operating centre.

Mr Horner said he had not considered complaints about the use of vehicles without tachographs from Mr Thacker, as there was prima facie evidence from the traffic examiner that the vehicles concerned were equipped with tachographs.

He was making a limited grant because he was very concerned about the financial status of the company, said Mr Horner. He would want a set of updated accounts at the end of six months, and there would be a further full fleet inspection during that period to ensure that the undertakings given and the promised improvements were established as a fact.

He warned that he was giving the company a final chance, saying that it had six months in which to show that his confidence was not misplaced.

## Bus war warning

**T**HE West Midland Traffic Commissioner, Mr John Mervyn Pugh, warned of the consequences that would follow if a bus war broke out, when he granted an application for a new PSV operator's licence by Mr Michael Elkins, a former partner in Redline Bus Co, of Bromsgrove.

Mr Elkins, trading as Kingfisher Bus & Coach Co, of 6 Ansley Close, Matchborough East, Redditch, had applied for a licence authorising the operation of one single decker and seven double deckers.

In May 1988, Redline Bus and Midland Red (West) Ltd were severely warned by the then Deputy Traffic Commissioner, the

late Mr Ronald Jackson, after a "bus war" during which it was alleged that a driver was beaten senseless and buses were reversed into each other.

Redline had been formed by Mr Elkins, and Mr Stanley Pemberton, both former Midland Red inspectors, to compete with their former employers. (*Coachmart*, May 13, 1988.)

Mr Mervyn Pugh made it clear that he could not involve himself in any dispute between the former partners. However, he said he would be concerned if Mr Pemberton was also granted a licence in his own right, and a "bus war" broke out.

Mr Elkins said the atmosphere

between the operators had been much improved since he had been operating on his own. As far as maintenance was concerned, there had been no previous problems.

Mr Mervyn Pugh said it was up to Mr Elkins to look to the quality of his own service, and not worry about what other operators were doing. His drivers had to get on with their own operations, rather than trying to monitor what others were doing.

After Mr Elkins had agreed to write a letter to his drivers, pointing out their responsibilities, Mr Mervyn Pugh said he found the proposed period of three weeks between inspections to be acceptable.



## WEEKLY REPORT ON LAW AND THE COACH OPERATOR

By Michael Jewell

# Scott cabs director is fined £350

**T**HE misuse of a minibus has led to Mr Terence Daly, a director of Scott Cabs Ltd, being ordered to pay fines and costs totalling £350, by Scunthorpe Magistrates.

At an earlier hearing, the company, of Ashby, Scunthorpe, was ordered to pay £2,850 in fines and costs, after being convicted in its absence of offences of aiding and abetting a driver to drive a public service vehicle when not the holder of a PSV driving licence, and of using vehicles when a higher rate of vehicle excise duty was payable, without insurance, without a PSV operator's licence, without test certificates, and without Certificates of Initial Fitness. (*Coachmart*, September 21).

Another director, Mr James Ramage, was subsequently cleared of any involvement. (*Coachmart*, October 5).

Mr Daly, of 18 Charterhouse Drive, Bottesford, Scunthorpe, pleaded guilty to driving a minibus when not the holder of a PSV driving licence in December 1988, and to using it without a PSV operator's licence, without insurance, without a test certificate, without a Certificate of Initial Fitness, and when a higher rate of vehicle excise duty was payable.

Prosecuting for the North Eastern Traffic Area, Mr Stephen Baggott said the minibus had been observed by a traffic examiner carrying children to a school in Hull. It was followed to the Humber Bridge, where the traffic

examiner approached the driver, Mr Daly, when it stopped at the toll booth.

The minibus was obviously a hired vehicle. It was equipped with 14 seats and Mr Daly was not wearing a PSV driving licence badge. Mr Daly claimed he was a part time employee of the company and that he had received instructions from the company's manager, but subsequent inquiries revealed that he was a director.

He said he had held a PSV licence about 20 years ago, that he was a citizen of the United States, and that he was only temporarily in this country. When asked who was paying him, Mr Daly said that he was doing it as a favour.

Inquiries revealed that Scott Cabs was being paid £2.63 per day to take the children to the school, having received a total of £2,522.80 over two terms. The minibus had been hired from K W Sadler, who had pointed out that it could not be used for hire or reward.

Mr Baggott said the minibus had been being used as a public service vehicle. It fell within the definition of such vehicles, contained in the 1981 Act, namely vehicles constructed or adapted for the carriage of eight or more passengers and the passengers carried for hire or reward.

However, it was not up to PSV standards, not having many of the safety requirements. It was more in the nature of a works bus. The insurance policy did not cover its use for hire or reward.

Defending, Mr John Roberts

said Mr Daly had been induced by Mr James Ramage, and his brother Samuel, to believe certain facts concerning the business of Scott Cabs which he later discovered to be false.

He had come back from the United States with the intention of investing in what was a family business. He was told that everything was all right. When he looked into matters, he found that was not so, but by then it was too late and he now found himself before the court.

Mr Daly said he had been led to believe that the company was "up and running" and that a licence was in situ. He had not known that the minibus was not insured for the school run to Hull.

Questioned by Mr Baggott, Mr Daly agreed that he had signed the hiring agreement for the vehicle.

The magistrates fined Mr Daly £150 for using the vehicle without insurance, £50 for using it without a PSV operator's licence, and £50 for using it without a Certificate of Initial Fitness.

They gave him an absolute discharge in relation to each of the other offences, endorsed his driving licence with four penalty points, and ordered him to pay £100 towards the costs of the prosecution.

Mr Baggott indicated that charges alleging a series of offences by Mr Samuel Ramage, relating to the operation of the same vehicle, and a different minibus a month earlier, were being withdrawn. ■



## Fame? Not really!

SIR

Imagine my surprise when reading "Coachmart" (September 14) to find myself mentioned in it. Fame at last perhaps? No.

Reading an article in Licensing & Legal and the revoking of Five Star Travel of Penketh (Mr. R. S. L. Carter) operators licence it gives the impression I was the Transport Manager for the first few months of this company's operation.

Whilst I fully understand why this has happened, no fault of "Coachmarts", I would like to correct this false impression.

Before the company started trading I was offered employment and did accept this offer, but when the company started, the bus went without me (like a lot of others). The offer never became reality, so I was never employed by them.

I have contacted the Traffic Commissioners to clear my name (Mills not Miles by the way) and would be grateful if you could publish this letter.

P.E. MILLS  
Warrington

## Why we must all work together

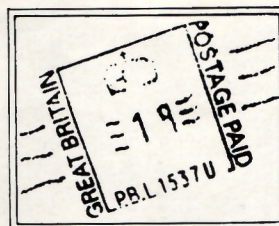
SIR

I refer to your article 'Driver and Guides: Let's Live in Harmony' 21 September. Whilst there are a number of points I could take issue with, this would undoubtedly be as tedious as the article itself and would do nothing to encourage and promote an atmosphere of harmony between our two professions.

Firstly, let me freely admit that, as in all walks of life, there are those who perform their jobs better than others. This applies to drivers, tour and coach operators and yes - guides. However, it does not benefit our industry to publicly criticise when there are professional associations and trade organisations who can and do take further action if their members are found guilty of professional misconduct.

In February this year, some 80 Registered Guides formed the Association of Professional Tourist Guides (APTG) an independent section of MSF. This association now has a membership of 200 and has drawn up a Code of Conduct which members are required to agree and adhere to.

This high standard of professionalism can only serve to



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enhance the tourism industry as a whole. We are at present compiling an APTG Year Book to be distributed to both tour and coach operators at our stand at the world Travel Market. As well as contact names and addresses it will have useful information for the trade and the 1990/91 freelance guiding fees.

As guides we feel that we are doing our best to raise the standard of guiding, so please let us dispense with this call for a 'Panoramic Endorsement' and let us hear no more of "Guides don't have PSV licences" (actually some do) and "Drivers can easily move into the left hand seat". A Panoramic Tour is actually very hard work and Registered Guides have a fund of knowledge that they can and do call upon during a tour of this kind, never more so than when showing the British traveller his own capital city.

Guiding in London is not just from a coach but as Ms Baker knows very well regularly incorporates interior visits in Westminster Abbey, St Paul's, British Museum and other galleries or is she suggesting that drivers can undertake this too?

The LTB Guide course involves six months of intensive study and the standard of this training is so highly revered that tutors from this course are regularly consulted by other Regional Tourist Boards and from as far afield as Hong Kong and Fiji. It would profit us all if we recognised and sang each others praises so that we not only learn to live in harmony but to work together in an atmosphere of mutual respect.

**MARILYN WHENSLEY**  
**Chairman**  
**Association of Professional**  
**Tourist Guides**

## Well done, Marksman

SIR

Marksman's comments regarding the quality of bus and coach stations raise a number of very important points.

National Express services use a wide range of terminals throughout England, Scotland and Wales of which only four are actually owned by ourselves. As a result, customers are likely to receive differing levels of services at each one.

Both Marksman and the readers of Coachmart will

be pleased to learn therefore, that the total rebuilding of the booking office at Birmingham, Digbeth is currently under way and that plans are also in hand to improve the toilet facilities and the general waiting area.

Birmingham, Digbeth may never be a perfect coach station, but we are indeed ever conscious of the need to ensure that we offer the best service we can to all our customers.

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**OFFICER**  
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SIR

Marksman has done the industry a service in revealing the menace of the neglect comment on a prohibition order. I am very concerned, too to hear of a traffic commissioner not having examiners at public enquiries when their reports are the basis of action against operators.

It is essential that the B.C.C. should take action in this matter. Time after time in my long career I have seen reports which, superficially, have given an alarming view of the way an operator conducts his business yet on close analysis most of the faults listed have little or no

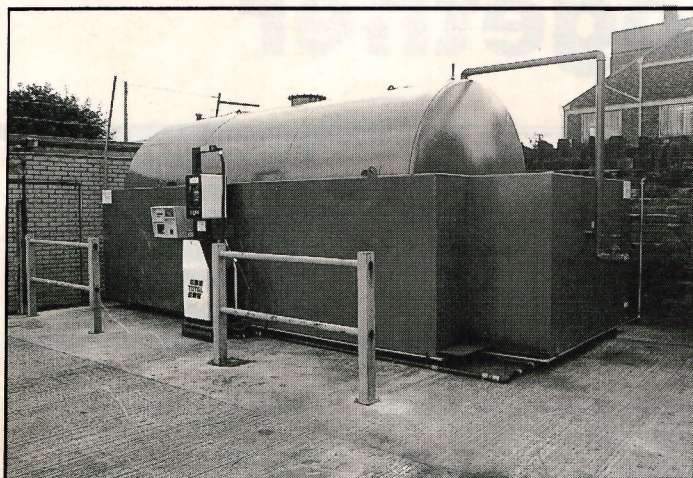
bearing on the safety of the vehicle and could have occurred to the most scrupulous of operators.

As far back as the '60s, when operator licensing was introduced for hauliers, I suggested that, when an operator's licence was at stake, the commissioner dealing with the case should have with him an independent qualified motor engineer as assessor. Traffic commissioners are not chosen on the basis of their mechanical knowledge and it is wrong that a person's livelihood can be taken away so easily.

**C.S. DUNBAR**  
**Malvern.**



## System's dual benefits



**A**UTOVEND'S new bundled tank system (pictured) has the dual benefits of being designed to mate with the company's computer-controlled fuel management system, and is portable for temporary use. Using Autovend's Autopoll data retrieval service, fuel from the

tank can be monitored and can even be sold with an additional Weights and Measures approved card reader system. The only on-site essentials are power supply and a telephone point. Autovend is at 41 Business Park, Wakefield WF2 0XJ.

## Waxing problem solved

**S**HELL'S Advanced Diesel is guaranteed not to wax this winter... providing the temperature stays above -15 degs C. The guarantee covers the cost of re-starts and breakdown, new fuel filter and any other charges connected to waxing, to a maximum of £200 and restricted to UK travel.

●The alternative to anti-wax derv may well be Lucas Automotive's CAV D-WAX fuel heaters, particularly since Lucas announced a 20 percent discount. Completely maintenance free and

easy to fit, the units are ideal also where the availability of anti-wax derv is in doubt. The units are available from most Lucas outlets.

## New Voith due soon

**V**OITH has hinted at two new automatic gearboxes at the end of next year, to cope with demand for minibuses and high-powered coaches. At present, vehicles from 150 hp to over 200 hp are catered for, but the new gearboxes should cope with current 350-plus engines and shuttle buses. The only hold-up at present is reliability of new control boxes, which will eventually match the 2 in 10,000 reliability record of the current equipment.

●A Voith automatic gearbox installed in an MCW Metrobus operated by Go-Ahead Northern has clocked up 422,000 miles without mishap. The D851 gearbox, used in city conditions, has seen ten years' service.

## Super power cleaner



**W**ITH a price tag of at least £995, the Morpak range of pressure washers is aimed at the serious buyer... and it has some serious specifications! The pressure washers operate at up to 2,200 psi, and up to 130 degs

C. Output is up to 12 l/min. The units are capable of removing road film, and of cleaning engines. Details of the washers are from Tina Newman, Morpak, Kings Road, Chalfleets Industrial Estate, Canvey Island, Essex, Tel: 0865

## Booster for winter

**O**LDHAM'S battery booster socket is likely to be popular as the onset of winter leads to the usual problems with discharged and weakened batteries. Designed in cast aluminium and permanently bolted to the vehicle at an easy access point, it makes a maintenance-free way of attaching a booster. It is available from all Oldham Crompton outlets.



## Manual for Tacographs

**A** MANUAL which sets out the regulations and use of tachographs has been revised to accommodate the latest directives.

David Lowe's The Tachograph Manual has been popular since its publication in 1981. It covers the fitting and use of tachographs, chart analysis, tacho economics, the law and regulations.

The book is £20, and should be available from bookshops, or direct from the publisher Koagn Page Ltd, Tel: 01 278 0433

## Quiet stuff

**N**OISE control engineering firm Salex has developed a new range of acoustic materials to cope with the predicted standards of the 1990s.

A purpose-built plant costing £100,000 will produce the foams and composites, many of which are fire resistant.

For further details, contact Salex at Eastgates, Colchester, tel: 0206 866911.



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(32931/ES)

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# THE HIRE GUIDE

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Tel: (0934) 632612  
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12 to 57 seat coaches plus full  
executives  
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NEOPLAN SKYLINER, 71 SEATER, FULL  
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CORNWALL

## TRAVEL, EAVESWAY COACHES LTD

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21 to 57 seat coaches incl 49/51  
plus full executives.  
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Tel: (0603) 619952

18 to 57 seat plus Executive  
Coaches Available.

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Telex: 995966

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(22822/AE/13)

AEC 760 PLAXTON SUPREME IV, 53 seater, first  
registered 1972, rebodied 1980, recon engine 18  
months ago, two owners from new, good condi-  
tion. Tel. 0483 234649 or 048 873 4707  
(Evenings).

(32939/AE)

1961 AEC ROUTEMASTER, double decker, recent  
respray in London red, current test & taxed, fitted  
tacho, very good order mechanically, body & in-  
terior, £8,250 + VAT. Phone 0636 626587. (32983/AE)

## BEDFORD

### 1982 X REG BEDFORD PLAXTON, 500 TURBO YNT

53 seats, retrimmed, long MoT, excellent  
condition.

£14,950 ono + VAT

Contact Paul Burton or David Cattermole

TEL: 0449 766323  
MENDLESHAM  
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(32817/BE)

### 1980 BEDFORD, SUPREME MK IV

35 seater, tested Oct 1990, blue  
exterior, available from Dec 15th  
1989.

£14,250 + VAT.

Tel. 01-564 7766.

(32945/BE/62)



## BEDFORD

### END OF SEASON SALE! 1976 BEDFORD YMT PLAXTON SUPREME 53 seats, POD, vgc, POA

#### 1980 YMT PLAXTON SUPREME IV

53 seats, exceptional condition, express doors, curtains etc, POA

#### 1985 BEDFORD YNT PLAXTON PARAMOUNT 3200

53 recliners, POD, curtains, outstanding condition, fitted single plate clutch, ZF gearbox, POA

All vehicles are **tested, serviced and ready to work**. All are subject to VAT.

For further details call

**01-881 3336**

(32952/BE)

1977 BEDFORD DUPLÉ DOMINANT II, 53 seater, good order, MoT 22.12.90, just tested, **£3,500 ono**. Buckby's Coaches 0536 710344. (32976/BE)

V REG BEDFORD SUPREME IV, 53 seater, power door, side locker, tinted windows, curtains, MoT February, very good condition, **£7,950**. Tel. Bolton 0204 40201 or 62307. (32985/BE)

1977 BEDFORD 53 seater. Power door, reconditioned engine, tested May '90. Good condition, will p/x for Minibus. **£5,000 + VAT**. Telephone. 0665 720907, Northumberland. (32943/BE)

### 1973 BEDFORD YRT

PLAXTON 51 SEATS. Tested to July '90, taxed Dec '89.

Reconditioned gearbox and alternator. Approx £2,000 spent on other mechanical repairs.

**£6,000 + VAT ovno.**  
**All inclusive.**

**Tel. 0908 319191**

(32946/BE)

BEDFORD, V REG, 29 seater DUPLÉ COACH, MoT Nov 90, exterior red, white upholstery, orange/black curtains, armrests, power door, radio/PA, wheel trims, reconditioned engine, gearbox. Used only PH. Any inspection. **£8,500 ono + VAT**. Tel. Barron Coaches 0482 794119. (32932/BE)

1973 BEDFORD 466 Plaxton 53 seater coach, MoT 23/5/90, reg RBY 75L was **£3,000 ono + VAT**, now **£2,500 + VAT**. 1973 BEDFORD 500 engine just fitted, Mk4 front, MoT 30/5/90, reg RBY 77L was **£4,500 ono + VAT**, now **£3,000 + VAT**. Both coaches ex IOW. Tel. 0942 884844 day, 061 790 9976 eve. (32879/BE/61)

1979 BEDFORD YMT DUPLÉ. 53 seats. Extra large side lockers, Telma, MoT January 1990. Very clean and tidy. **£7,000**. Tel. 021 706 5266 (24 hours). (32933/BE)

### 1982 BEDFORD VAN HOOL 300 SERIES

46 recliners, toilet + wash room, radio/PA, curtains etc, 12 months' MoT, superb condition, re-offered for sale due to time-wasters.

First to view will buy at  
**£14,950 + VAT.**

**Tel. 0226 245564.**  
**Ask for Keith or Eric.**

(32951/BE)

## FORD



### 1981 X REG FORD R1014 PLAXTON BUSTLER

47 seats plus 12 standees, a good service bus suitable for many jobs, tachometer fitted, 6-speed gearbox, available from first November 1989, PSV test to June 1990.

**£10,500**

Telephone: **01-890 6394**

(32987/FO/62)

### FORD R1115 8m 1987 PLAXTON PARAMOUNT 3200 BODY

35 seats, tinted windows, curtains, Eberspächer heating, immaculate condition, low mileage. **£34,950**

### FORD R1115 8m 1985 PLAXTON PARAMOUNT 3200 BODY

35 seats, tinted windows, curtains, Eberspächer heating, immaculate condition, low mileage. **£27,950**

For further details contact:

**PATTERSON'S COACHES ON**  
**(021) 471 2000**

(32959/FO/62)

1982 (X Reg) FORD PLAXTON SUPREME V, 49 quality recliners, air operated door, mint condition, been with our company since new, excellent runner, 12 months CoF. **£15,950**

**£14,950**

Contact Wray's of Harrogate  
**(0423) 522466**

(32974/FO)

### 1977 FORD PLAXTON SUPREME

49 seater, clean, tidy vehicle, MoT end Feb 1990  
**£3,250**

### 1978 FORD A SERIES

25 coach seats, driver operated door, new tyres, MoT Aug 1990.

**£3,000**

**Tel. 0452 24591**

(32948/FO/62)

### 1980 FORD DOMINANT II

Ford exchange engine, tinted windows, excellent condition. MoT June 1990.

**£8,000 + VAT**

**Tel. 0272 710251**

(32996/FO)

## BOVA

### BOVA

Following coaches are surplus to requirements.

1982 BOVA, £25,000 ono.

1983 BOVA, 52 seats, new MoT certificate. **£30,000 ono.**

1985 BOVA EUROPA'S, 53 reclining seats. **£35,000/£37,000 ono.**

All above vehicles fitted radio, PA. All usual extras.

Finance available and P/X considered.

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**(0533) 874940 eves**

(32994/BV)

## DAF

### BARGAIN

1980 PLAXTON DAF MB200.

DKTL. GT spec, radio, PA, tape, splitter gearbox, exhaust brake and all usual extras. New MoT.

This vehicle is in very good condition, well maintained and has only been used on tour work.

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(32937/DA/62)

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1980 FORD PLAXTON SUPREME, Express doors, 53 seats, side lockers, twin tanks, Telma PA, 11 months' MoT, **£7,250**. Tel. 061 480 0617 (anytime). (32999/FO)



## LEYLAND

### 1983 LEYLAND TIGER 245

New MoT, 53 seats, E.C.W. body, tinted windows, Webasto heating.

**£22,000 + VAT**  
**Tel. 0272 710251**

(32997/LE)

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### Service Buses

New re-manufactured engines fitted ready for service from **£5,500**

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(32993/LE)

## VAN HOOL

### 1979 AEC VAN HOOL

50 reclining seats, MoT June 1990, good condition

**was £12,000 now**  
**£10,000 + VAT**  
**Telephone now on**  
**(0708) 750000**

(32981/VH)

## VOLVO

**B58 VOLVO 1975**, Mk4 front, Alexander body, Express 44R, toilet, coffee machine, wired for TV, MoT June 1990, upholstered 1½ years ago, moquette to roof, excellent order throughout. **Bargain £8,000 + VAT.** Tel. 03562 4481 or 4752 night. (32940/VO)

**1981 B10M ALLISON AUTOMATIC** Van Hool Alizee H, 49 retrimmed recliners, toilet, Webasto, Telma, hot drinks, video by arrangement, just being annualled, **£32,000 ono + VAT.** **Sussex Int Coaches, Worthing.** Tel. 0903 37612. (32870/VO)

## VOLVO

### 1982 VOLVO B10M VIEWMASTER

Toilet, TV, video, coffee machine, fridge, 240v converter, Webasto heating, 49 recliners, pa system, superb condition throughout, MoT May '90.

**FOR QUICK SALE reduced from**  
**£39,500 to £37,500.**

**Tel: (Bristol) 0272 846195**

(32742/VO/60)

**1981 VOLVO B58 DOMINANT**, 50 recliners, toilet, taxed 31.7.90, MoT 10th Nov, excellent order throughout, new liners last year, excellent runner, curtains, PA, **£22,500 + VAT ono.** Tel. 03562 4481 or 4752 night. (32941/VO)

### EXCEPTIONAL OFFER

This vehicle is now surplus to requirement.

### 1984 (A) VOLVO B10M CARIBBEAN

Full executive specification, 49 recliners, white, very good condition, possibly available with 1st class UK work, May-Oct 1990. Compare this price.

**£42,000 Finance possible**

**Tel. 0836 322241 anytime,**  
**091 38 65070**

(32949/VO)

**1976 VOLVO B58**, private plates, semi-automatic, Plaxton Supreme, 57 seats, brown centre stripe curtains, power door, radio/PA, MoT & Taxed, **£10,000.** Tel. 061 480 0617 (anytime). (32998/VO)

### 1983 VAN HOOL ALIZEE VOLVO B10M

Recliners, toilet, hot drinks machine, radio cassette PA, video, Webasto, Telma.

**£42,000 ono**

**Tel. Durham City Coaches**  
**091 378 0540**

(32947/VO)

**1979 VOLVO B58 Dominant II**, 57 seats, new test, private plates. Many extras. Owner driver. Excellent condition. **£19,750 ono.** Tel. 0742 421327. (32944/VO)

### 1984 A REG VOLVO B10M

Van Hool, 49 recliners, toilet, video, coffee machine, external silver and blue, internal autumn tint, blinds, MoT 1990, in excellent condition.

**£45,000 + VAT**

*Consider part exchange of B58 Plaxton*

**Telephone now on**  
**(0244) 300264**

(32776/VO)

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**Kässbohrer**

## SETRA 'PERFECTION IN COACHES'

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1980 VOLVO/PLAXTON B58 - Choice of 2, 50 seats, radio PA, good previous home. *Never raced or rallied!*

1981 VOLVO/PLAXTON B10M - 53 seats, Telma, radio PA, new COF, excellent condition both in and outside. *Grossly undervalued.*

1982 MAN SR 280 - 48 seats, full executive, toilet, kitchen, radio PA, courier seat. *Good previous home.*

1983 Kässbohrer SETRA S 215 H - 49 reclining seats, retarder, electronic ventilation, toilet, kitchen, full air suspension, Webasto, central locking, power door, long ticket. *A much sought after machine - sold with 6 months warranty on all major parts. A true executive vehicle.*

1985 DENNIS/JONCKHEERE P50 - 35/37 seats, toilet, kitchen, courier seat, TV video radio PA. *Well maintained example of this collectors item.*

1985 AEC/VAN HOOL ALIZEE - 30 seats, radio PA, TV video, fridge, drinks, private plate. *A good work horse.*

1985 AEC/VAN HOOL ALIZEE - 28 seats, toilet, kitchen, Blaupunkt TV video, new engine, new paint work, private plate, very long COF. *Really nice example of this much sought after vehicle, high executive specification, recently brought up to concours condition.*

1987 DAF/CAETANO 11.6 turbo engine - 53 reclining seats, radio PA, courier seat, extended warranty available 1 year. *Nice vehicle in attractive livery, moquette will appeal to the ladies.*

1988 LAG PANORAMIC - Choice of two, 49 recliners, toilet, kitchen, TV - 2 screens, video, retarder, driver's bunk, fridge, courier seat, Webasto. *Useful vehicles for executive work, many fitments.*

A small selection of older vehicles of various types and sizes in stock all in good condition with long COFs, engine overhauls. Many dual purpose vehicles capable of tours and contracts.

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*Financial terms available subject to status. Date of registration does not necessarily imply date of manufacture.*

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Harry Kell-Southern Area Manager-0932 843685  
Andy Timms-Northern Area Manager-0625 877658

Kässbohrer (UK) Limited, Sadler Road, Doddington Road Industrial Estate, Lincoln, Lincs LN6 3RS  
Telex: 56522 SETRAG Telefax: 0522 500118

(32827/SA/61)



# The Bus Centre

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**Iveco** 35/8 reconditioned diesel engine, 12 months PSV. 13 luxury seats registered 1986, £7,950 + VAT.

**Sherpa** 20 seat, Carlyle body, dual-purpose seats, luggage rack, registered 1989, as new, £20,500 + VAT.

**Optare** City Pacers 25 bus seats, automatic, E Reg. 1987, £17,500 + VAT.

**Transit** diesel 16 high backed seats, Mellor body, registered April 1986. 12 months PSV £8,950 + VAT.

**Transit** diesel 16 seat minibuses, 5 standees, Dormobile bodies, power doors, registered 85/6 long MOT's from £7,950 + VAT.

Contact **Dennis Skinner** or **Andy Greenway**.

**IVECO 49/10**  
21 seats Carlyle body,  
extra large luggage space.  
Ideal Airport/Hotel  
courtesy bus.  
**£27,950 VAT**

Hire Purchase and Lease Facilities. Written guarantee.

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**Carlyle**

BUS CENTRE

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(32986/MB)

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**1986 (D) FREIGHT ROVER.** 20 seater + two standing PSV bus, electric door, mono kit seats, Eberspächer heater, tested July 1990, **£8,950**

**1982 (X) TRANSIT.** 12 seater welfare bus, fitted tail lift, **£3,695**

**1985 (B) TRANSIT.** 12 seater welfare bus, fitted tail lift, service history, **£6,595**

**1985 (C) TRANSIT.** 12 seater welfare bus, fitted tail lift, service history, **£7,495**

VEHICLES SUBJECT TO VAT.

**T & L COMMERCIALS**  
10 MINUTES M25 DARTFORD TUNNEL,  
RAINHAM, ESSEX

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**0836 344580 (anytime)**

(32977/MB/62)

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Trafic Diesel, 14 seater  
Holdsworth, PSV Certificate  
**£67.00 + VAT**  
**PER WEEK**

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Holdsworth Hi-roof, PSV  
Certificate  
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Above include 3 year  
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In Build

Renault Master Turbo  
Diesel PSV, 16 seater  
luxury coach

Renault Master Diesel,  
14 seater luxury coach,  
luggage compartment.

**DELIVERY**  
**ANYWHERE UK**  
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(32924/MB)

**1982 MERCEDES 207D.** Whittaker conversion, 12 seater, high back seats, Bristol dome, radio, MoT Oct 1990. Not PSV at moment but has certificate of initial fitness. **£3,500 + VAT. ASPDEN COACHES, BLACKBURN. TEL. 0254 52020.** (32988/MB/62)

**1984 FORD** 15 str, diesel minibus, private plate 225 KVO, good condition, long test, **£1,550. Tel. 0226 382473 Majestic Coaches.** (32780/MB/61)

**1982 BEDFORD CF MKII,** 12 seats, MoT 1990, excellent condition, **£2,750 ono (no VAT). Tel. 0222 594367 anytime** (32964/MB)

## Quality Comes South

814D 21/30 seater by **North West Coach Sales Ltd.,**

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COACH, BASED ON THE  
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SPECIALIST COACHBUILDERS





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16 highback seats, diesel, radio/cassette, marker lights, saloon heater, full soft trim, on the road price £13,700 + VAT

14 highback seats, diesel, radio/cassette, marker lights, luggage racks, saloon heater, full soft trim,

immediate delivery £13,500 + VAT

12 moquette seats, short wheel base, radio/cassette, diesel, full soft trim, on the road price £10,000 + VAT

Tel. 0277 214884 or mobile phone (0836) 522372

Full financial services available

(29958/MB)

## 1985 FORD DIESEL TRANSIT

12 seats, 12 months MoT, overdrive and radio fitted.

£5,000 + VAT

Telephone: (02008) 237 (Clitheroe)

(32828/MB/61)

1984 B FORD TRANSIT, Deansgate, PSV, 12 seater, COF 11/90, £4,750. 1983 LEYLAND SHERPA, 12 seater, MoT 8/90, £2,000. Both vehicles very tidy condition. Tel. (0724) 282277.

(32823/MB/61)



## MERCEDES BENZ 609D

£25,700 + VAT  
on the road

26 high back seats trimmed in moquette and set on tracking, full luxury soft trim interior, two parcel shelves, tinted windows, lift up quad hatch, electric intake/extract unit, saloon heater, radio cassette with four speakers, flush fitting saloon lights, new extended side skirts, wheel trims, full legal lettering.

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## CARRIAGEWAYS

88 MERCEDES BENZ 507D Reebur, 16 seater, radio, cassette, as new, test May '90 ..... £17,250

88 FORD TRANSIT petrol, SWB, 12 seater, non PSV tacho, roof rack, radio, MoT April '90 ..... £7,500

87 FREIGHT ROVER 350 DORMOBILE, 16 seater plus 5 standees, power door, tested ..... £9,950

86 FREIGHT ROVER, D reg Carlisle, 16-seater plus 5 standees, power door, tested Feb '90 ..... £8,950

86 FORD TRANSIT 190 Di Diesel MELLOR, 16 l/b seats, power door, tested March '90 ..... £9,950

83 FORD TRANSIT, petrol, 10 seater ambulance with post lift, test Jan '90 ..... £4,600

79 'V' REG FORD T152 PLAXTON SUPREME 35 seater, power door, side lockers, very clean, test May '90 ..... £11,500

New vehicles supplied, part exchange, competitive finance arranged.

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FRANK CHANDLER 24 hrs

(32483/MB)

1978 S FORD A Series Moseley Faro, 25 seater, exterior white/blue, power door, MoT Oct 1990, £2,000 + VAT.

1978 S BEDFORD PJK Plaxton, 29 seater, exterior white/blue, power door, MoT May 1990, £5,000 + VAT.

No Offers

Contact

Clintona Minicoaches  
Tel. Brentwood  
(0277) 215526

(32880/MB/61)

## LOMAS

SPECIALIST VEHICLES  
now has in build, the very  
best in mini bus & coach  
conversions

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15/16 SEAT MERCEDES-BENZ 408D MINI BUSES, moquette seats, luggage racks, saloon heater, roof vent, tinted windows, radio/cassette. £17,795 inc CIF & 12 months tax.

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(32917/MB)

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### FOR SALE

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1983 VAN HOOL ASTROMEGA, 76 seats, new Mercedes V8 engine, 15,000 miles only.

1982 NEOPLAN SKYLINER, 77 seats.

All with TVs, videos, toilets etc.  
All in real 1st class condition/near perfect.

Volvo or Bedford coaches considered in part exchange.

Genuine enquiries only please to

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Tours Isle of Man  
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Isle of Man  
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(32813/DD/61)

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1974 and 1975 Bristol VRT's  
ECW 77 seat. body 11 metre.  
Leyland Nationals.

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Yorkshire Traction  
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(32991/DD)



## DOUBLE DECKERS

DAIMLER FLEETLINE DOUBLE DECKER, 11 months' MoT, ready for work, in good condition, clean vehicle. £4,250 ono + VAT. Tel. 070 541 2554. (32822/DD)

1972

### DAIMLER FLEETLINE

Lowbridge 80ft, MoT October 1990.

**£4,000 ono + VAT**

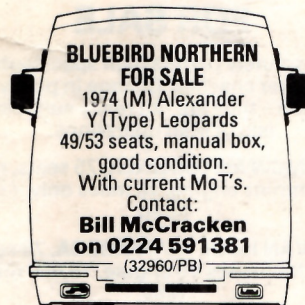
Possible P.X. for single decker service bus

**PHONE NOW ON**

**0805 3324**

(32872/DD/61)

## COACHES UNDER



**£10,000**

## UNCLASSIFIED

**1975 BEDFORD 330 TYPE 29.** 29 seats, power door, tested til April '90. **£3,550 + VAT**

**1978 FORD DOMINANT I.** 53 seats, full engine rebuild, good condition, ticket til March '90. **£2,750 + VAT**

**1979 BEDFORD 330 TYPE 29.** 24 seater, very unusual vehicle, excellent condition, very low mileage, full ticket. **£4,850 + VAT**

Will P/X on Double Decker vehicles

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**on  
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(32942/UN)

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FULLY RECONDITIONED SEMI/AUTO  
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WARRANTY, MOST MAKES IN STOCK**

### NATIONALS NATIONALS

**NATIONALS** 11 metres, tested.

**1977 LEYLAND LEP  
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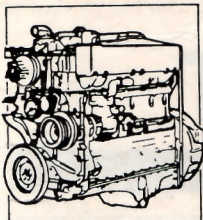
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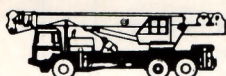
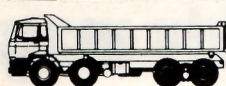
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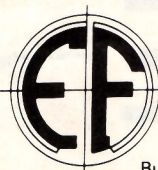
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Bus and Coach Uniform Specialist  
(27008/UF/33)

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In today's image conscious world, making the right impression is becoming increasingly important. Indeed, the appearance of your personnel can be a major contribution to success.

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**Sale by Auction of the  
12 BUSES & COACHES  
on Thursday, 16th November  
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Comprising:- Two Leyland  
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(32989/AU)

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(30661/C1/51)

# ADT Auctions

Having received instruction from ABC Parts Ltd and Associate Companies (formerly supplier to West Yorkshire Road Car Co) of Harrogate due to reorganisation of their operation **ADT AUCTIONS LTD** will sell by public auction at Grove Park Depot (formerly West Yorkshire Road Car Co Depot), Grove Road Terrace, off Skipton Road (A61/A59), Harrogate on **THURSDAY 23RD NOVEMBER AT 11.00AM** over 350 plus lots to include:-

### 21 PLUS BUSES TO BE SOLD AT 2PM COMPRISING OF:-

3 x 1980 Bristol VRT3 74 seat ECW, Gardner 6LXB  
7 x 1979 Bristol VRT 74 seat ECW  
4 x 1978 Bristol VRT 74 seat ECW  
3 x 1977 Bristol VRT 74 seat ECW Gardner 6LXB  
2 x 1973 Bristol VRT2 77 seat ECW Gardner 6LX  
1 x 1976 Leyland National 52 seat  
1 x 1975 Leyland National 52 seat

ALL WITH CURRENT PSV CERTIFICATES TO 1990.

Wheels and tyres may be purchased at extra cost.

### NEW SPARES AT A COST OF £400,000 FOR

Atlantean AN68, Olympian, Nation I & II Leopard, Bristol VRT & LH, Duplex, Plaxton and Gardner. These spares inc Gardner engines (rec), transmission units, gearboxes, brake drums, axles F & R, compressors, starter motors, inj pump, brake equipment, propshaft, silencers, body panels, moulding, windcreens, wheel rims, cylinder heads, etc., etc.

### GARAGE EQUIPMENT TO INCLUDE:-

Compressors, steam cleaner, trolley jacks, tri angle rolling roads, pit jacks, welding equipment and benches, vehicle ramp, oil reclaiming plant, etc., etc.

**Viewing Wednesday 22nd November and morning of sale.** Terms strictly cash or bankers draft on sale day. A £300 cash deposit on registration will be required. For further details or catalogue, £1 inc p&p, contact **ADT AUCTIONS LTD**, Armytage Road, Brighouse, West Yorkshire. Telephone 0484 710533, Fax 0484 714510 or Graham Slight on 061 230 6000 or Mobile 0860 390603

(32956/AU)

### OFFICE EQUIPMENT TO INCLUDE:-

Desks, chairs, typewriters, adding machinery, VDU and filing cabinets, video player, cash safes, presentation equipment and sundry office equipment.

### STORES RACKING

Covering approximately 16,000 sq ft (owner to dismantle). Cost new (40K), this is located at the stores in East Parade, can be inspected on viewing day and morning of sale and will be sold off catalogue.

**ADT Auctions**

THE WORLD'S LARGEST AUCTION GROUP.

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23858/AV/18

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**Fully inclusive** - TV/Monitor, Video Player and Full Installation.

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We supply for immediate delivery all radio cassette, pa systems and microphones at very competitive prices.

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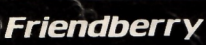


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6 OF OUR CLASSES HAD 100% PASS IN JUNE 1989  
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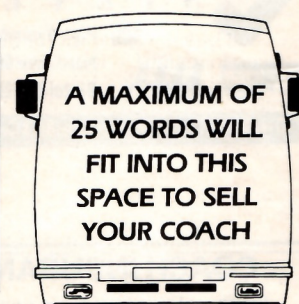
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PE1 1DS

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REMEMBER ONE WORD PER BOX - PLEASE USE BLOCK CAPITALS




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1. Established for ten years, this coach firm is well located between Manchester and N Wales with good access to the Motorway network. Turnover is around £500,000. Very good freehold site with development potential. *Ref: R1004.*
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(3291/BS)

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before 1.00pm  
on Tuesday



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Good seasonal turnover. Urgent sale required due to other business commitments.

**Hence £150,000**

Additional cottage also available if necessary. No time wasters please.

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(32807/BS)

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with full licence requires work. Willing to travel.

**Phone**  
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(32978/WW/62)

## WANTED

### WANTED

For Bedford Dominant 29 seater PJK, two main bay side windows and off-side front windscreen. Also required, set of 53 Duple Dominant seats in good condition.

Phone

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or

**0902 605033**

(32921/WA)

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### WORK AVAILABLE

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(32663/WO)

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1974 BEDFORD YRT DOMINANT I, 53 seat Express, test July '88, recent reconditioned engine and gearbox, new clutch, straight panels. £4,200. Tel. 0743 83442 (Shropshire).

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The example shown would cost only £27.00 inc VAT.

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MAKE YOUR ADVERTISEMENT STAND OUT USING "IMPACT LINES".

Obtain maximum attention for just an extra £12 added onto the **STANDARD POSITION** cost per insertion.

Remember - ideal for spares & miscellaneous items.

**DON'T FORGET!**

OTHER FORMS OF ADVERTISING ARE AVAILABLE, AND OUR ADVERT DESIGN SERVICE IS FREE OF CHARGE - **JUST ASK!!!**

## 3 SUPER POSITION



These positions are the most effective way to sell coaches under £10,000

ONLY £54

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A MAXIMUM OF 40 WORDS WILL FIT INTO THIS SPACE TO SELL YOUR COACH

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ONLY £82.80

**REMEMBER - The better you tell it - the quicker you sell it**

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

POST CODE \_\_\_\_\_

TEL NO \_\_\_\_\_

Classification where you want your advertisement to appear.

### TYPE OF ADVERTISEMENT REQUIRED: (please tick)

1 STANDARD POSITION (minimum 25 words)  
No. of words ..... x £1.08 Total £..... ☐

2 SPECIAL POSITION (standard + £12) Total £..... ☐

3 SUPER POSITION ..... £54 ☐

4 PREMIUM POSITION (please enclose photo)..... £82.80 ☐

No of insertions .....

BOX NO. (£8.00 per week)..... ☐

I enclose cheque/postal order made payable to **EMAP Response Publishing Ltd** for £.....

Please debit my VISA ☐ ACCESS ACCOUNT ☐ (please tick)

CARD No.

Send to: **COACHMART CLASSIFIEDS**  
**EMAP RESPONSE PUBLISHING LTD**  
WENTWORTH HOUSE  
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PETERBOROUGH PE1 1DS

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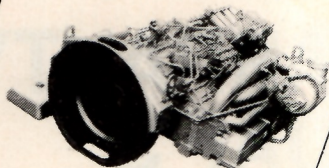
26	27	28	29	30
31	32	33	34	35
36	37	38	39	40



# Redbridge

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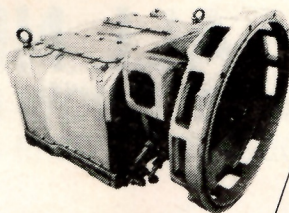


New & highest quality  
reconditioned engines.

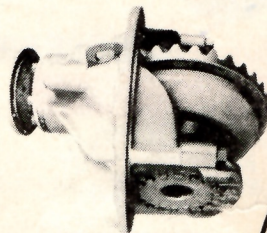
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**EXCELLENT AFTER SALES SERVICE**

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No surcharges for damaged exchanged units**



Semi-auto and manual  
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Differentials  
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**1987 DAF/DUPLE 340**, 53 recliners, centre toilet, centre continental door, video equipment, water boiler, Sutrak air conditioning, radio PA, tape, courier seat, carpets, double glazing and prepared for Webasto.

**1986 DAF SB2300**, ZF splitter gearbox, 53 reclining seats with full length floor wheelchair clamps, concealed near side wheelchair lift, radio, PA, tape player, 2 monitor video system, tinted double glazing and sun blinds, Webasto, centre toilet, cont. steps, cont. door, drinks machine, fridge, courier seat and air con.

**1985 DAF MB230 L.A.G. GALAXY**, 49/53 recliners, rear sunken demountable toilet, continental door, drivers bunk, tinted double glazing, suspended drivers seat, radio pa tape, video and monitor, coffee machine, Webasto and carpet to aisle.

**1985 NEOPLAN JETLINER**, 49 recliners, radio, PA & tape, video, 2 monitors, blinds, power door, centre sunken toilet, courier seat, Klix coffee machine, fridge, side lockers and soft trim.

**1984 SETRA S228DT**, 74 seater, radio PA, tape, TV/video, tables, carpets, curtains, tinted glass, Webasto, power door, cont door, water heater, courier seat, fridge, intercom, side lockers and soft trim.

**1984 BOVA EUROPA III**, 49 reclining seats, toilet, TV/video equipment, Webasto, Nomad drinks machine, carpets, curtains, courier seat, radio, PA, tape, plug door.

**1984 VOLVO BERKHOF**, 57 seater, radio PA, tape, curtains, tinted glass, power door, cont door, courier seat, coffee machine.

**1984 DAF SB2300 LAG GALAXY**, 49 recliners, radio, PA/tape, TV/video, carpets, curtains, tinted glass, single glazing, Webasto, power door, toilet, coffee machine and drivers bunk.

**1983 FORD PLAXTON 3200**, 53 seats, radio PA and tape, video, curtains, power door, soft trim.

**1982 SETRA S215HD**, 49 recliners, radio PA, tape video, carpets, blinds, Webasto, power door, cont door, centre toilet, water boiler, courier seat, fridge, bunk and private plate.

**1982 VOLVO PADANE**, 49 seater, radio PA, tape, TV/video, carpets, curtains, blinds, tinted glass, double glazing, power door, cont door, toilet, courier seat, coffee machine and fridge.

**1982 DAF PLAXTON SUPREME V**, 47 seater, radio PA, tape, TV/video, tinted glass, power door, toilet, water heater, courier seat, coffee machine and side lockers.

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John Dover (084421) 7994 or (0836) 280951, East, London, South East  
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LOW DRIVER  
REAR ENGINE 3200 \*\*  
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with toilet, if required.  
4000 DOUBLE DECKER

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OR  
53 RECLINERS & TOILET

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EXPECTED SOON

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#### DAF

1988 E SB-DHTD DUPLÉ 320	57R
1988 E MB230 PARAMOUNT 3500**	53R
1988 E MB 230 VAN HOOL ALIZEE 'H	51R + TOILET
1988 E SB-DHS VAN HOOL ALIZEE	51R + TOILET
LOW DRIVER	
1988 E SB-DKV VAN HOOL ALIZEE	51R + TOILET
LOW DRIVER	
1988 E SB-DHS DUPLÉ 340 SL	57R
1987 D MB230 DUPLÉ 320 SL	57R
1987 D SB-DHS DUPLÉ 340 SL	53/57R + TOILET
1987 D SB-DHS PLAXTON 3500**	53R
1987 D MB230 DUPLÉ 340	53R
1986 D SB-DHTD PARAMOUNT 3200 LOW DRIVER	55'E' TYPE
1986 D SB DHS CAETANO ALGARVE	49R + TOILET
1986 C MB 200 CAETANO ALGARVE	49R + TOILET
1986 C MB 200 LAG GALAXY	49/53R + TOILET
1986 C MB 200 CARIBBEAN 11	49R + TOILET
1984 B SB-DHS JONCKHEERE P50	51R + TOILET
1984 MB 200 VAN HOOL ALIZEE	51R + TOILET
1984 A MB 200 CAETANO ALGARVE	48/53R + TOILET
1981 W MB 200 PLAXTON SUPREME IV	53R

#### VOLVO

1987 D B10M PARAMOUNT 3500***	49/53R + TOILET
1982 X B58 DUPLÉ DOM IV	53R

#### AEC

1979 T 760 DUPLÉ DOMINANT II	53
------------------------------	----

#### BOVA

1985 C FUTURA HI-LINE EXEC	49R + TOILET
	+ AIR CONDITIONING
1983 BOVA EUROPA	53R
1982 Y EUROPA	49R + TOILET

#### LEYLAND

1984 B TIGER PLAXTON 3200	53E
1982 X TIGER PLAXTON SUPREME V EXPRESS	53
1982 X LEOPARD ZF DOMINANT IV	57
1981 W LEOPARD ZF PLAXTON SUPREME IV	48R +5

#### BEDFORD

1981 W YMT DOMINANT 11	53
1980 V PJK PLAXTON SUPREME	29
1975 N YRQ PLAXTON	45

#### FORD

1981 W R1114 DUPLÉ DOMINANT III	53
1980 W R1114 PLAXTON SUPREME IV	53

#### BRISTOL

1978 S LHS PLAXTON SUPREME	35
----------------------------	----



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BY THE DAY, WEEK, MONTH OR YEAR?  
• UNDER YOUR CONTROL • WITH YOUR DRIVERS •  
• WITH YOUR QUALITY OF SERVICE •

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